SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

ITEM: 3.49
(ID # 29324)
MEETING DATE:
Tuesday, December 16, 2025

FROM : TLMA-PLANNING

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/PLANNING: Adoption of Resolution No. 2025-300, amending the Riverside County General Plan for the Fourth (4th) Cycle of 2025 Land Use Element updates for: (1) GPA No. 230008 associated with CZ2300030, and PPT230048 and (2) GPA230001, associated with CZ2300003, PPT240016, PPT230005, PPT230006, and TTM38578. Adoption of Resolution No. 2025-303 Certifying the Thermal Ranch EIR. Adoption of Resolution No. 2025-302 approving Specific Plan No. 401. Adoption of Ordinance No. 348.5049 for Change of Zone CZ2300030 and Ordinance No. 348.5050 for CZ2300003. Action on this item is dependent on the Board's action on the Thermal Ranch project that is also on the December 16, 2025 Board of Supervisors agenda for public hearing. The Board of Supervisors should defer action on this item until after the Board acts on the Thermal Ranch public hearing item. Districts 1 and 4. [Applicant Fees 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

1. **ADOPT Resolution No. 2025-300** (Attachment A) amending the Riverside County General Plan in accordance with the Board of Supervisors' prior tentative approval of General Plan Amendment Nos. 230008 and 230001 (Attachments C and D);

Continued on Page 2
ACTION:Policy

John Hildebrand, Planning Director 12/9/2025 Rania Odenbaugh, TLMA Director 12/10/2025

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Gutierrez and duly carried, IT WAS ORDERED that the above matter is approved as recommended and Ordinance 348.5049 and Ordinance 348.5050 are adopted with waiver of the reading.

Ayes:	Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	Medina
Date:	December 16, 2025
xc:	Planning, COB/MC/AB/DL/NS

Kimberly A. Rector
Clerk of the Board
By: _____
Deputy

General

11. **DIRECT** the Clerk of the Board, within 15 days of adoption of Ordinances 348.5049, 348.5050, to publish Ordinances 348.5049, 348.5050, in accordance with Government Code Section 25124(a); and
12. **DIRECT** the Planning Department to incorporate the changes made by the General Plan Amendment Nos. 230008 and 230001, and Change of Zones Nos. 2300030 and 2300003, and Tentative Tract Map Nos. 38578, and Plot Plan Nos. 230048, 240016, 230005, and 230006 into the Riverside County General Plan and associated elements, area plans, tables, GIS data, maps, ordinances, and figures, and make any corrections as necessary.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	$ 0	$ 0	$ 0	$ 0
NET COUNTY COST	$ 0	$ 0	$ 0	$ 0
SOURCE OF FUNDS: Applicant Fees 100%			**Budget Adjustment:**	**No**
			For Fiscal Year:	N/A

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

Per Government Code Section 65358(b), "no mandatory element of a general plan shall be amended more frequently than four times during any calendar year. Subject to that limitation, an amendment may be made at any time, as determined by the legislative body. Each amendment may include more than one change to the general plan." In Riverside County, these amendments are known as "cycles" and can be batched with other changes or tentative approvals that require finalization.

The following projects were considered during public hearings by the Planning Commission and tentatively approved by the Board of Supervisors on the dates specified within the description of the individual amendments below. All CEQA determinations for the various amendments were made at the various public hearings at the Board of Supervisors unless otherwise incorporated below and nothing further is required under CEQA. Resolution 2025-300 includes the amendments for GPA230008 and GPA230001. Ordinance Nos. 348.5049 and 348.5050 includes the changes included with CZ2400003 and CZ2300030, respectively. Other final project approvals are included for Specific Plan No. 401 via Resolution No. 2025-302 as well as for PPT230048, TTM38578, PPT230005, PPT230006, and PPT240016.

Individual Amendments

General Plan Amendment No. 230008 (GPA230008)

General Plan Amendment No. 230008 (GPA No. 230008) is a Regular Foundation General Plan Amendment and an Entitlement / Policy Amendment to the General Plan that proposes to

change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP), as shown on Attachment C.

GPA No. 230008 is associated with the other following approvals:

(1) Change of Zone No. 2300030, a proposal to change the site's zoning classification from Rural Residential, one-acre minimum (R-R-1) to Industrial Park (I-P); and,
(2) Plot Plan No. 230048, a proposal to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres.

After considering public testimony at a public hearing on June 25, 2025, the Planning Commission closed the public hearing and recommended on a vote of four (4) in favor, zero (0) opposed, to approve staff's recommended motion to the Board of Supervisors to tentatively approve PPT No. 230048, GPA No. 230008, and CZ No. 2300030.

After considering public testimony at a public hearing on November 4, 2025, the Board of Supervisors closed the public hearing and voted five (5) in favor and zero (0) opposed, to tentatively approve GPA No. 230008, CZ No. 2300030, and PPT230048.

Adoption of Resolution No. 2025-300 will formally adopt General Plan Amendment No. 230008, and associated Ordinance No. 348.5049 to adopt Change Of Zone No. 2300030, and approval for Plot Plan No. 230048 will finalize the Board's approval of the project.

General Plan Amendment No. 230001 (GPA230001)

General Plan Amendment No. 230001 is defined as an Entitlement/Policy General Plan Amendment and an Agricultural Foundation Component Amendment to the General Plan. GPA No. 230001 is a proposal to modify the existing Agriculture (AG) Foundation and land use designation and establish the Specific Plan within the General Plan and modify the land use designations of the General Plan to match those as proposed by the Specific Plan (SP00401) which are Commercial Tourist (CT), Very Low Density Residential (VLDR), Medium High Density Residential (MHDR), Highest Density Residential (HHDR), and Commercial Retail (CR) on the project site (APNs 751-020-002, 751-020-003, 751-020-006, 751-020-007, 751-020-010) as shown on Attachment D.

GPA No. 230001 is associated with the following other approvals:

(1) Specific Plan No. 401, a proposal for a development program on a 619.1 acre area that consists of 223.1 acres for Equestrian Center, 194.3 acres of Very Low Density Residential, 69.5 acres of Medium High Density Residential, 18.3 acres of Highest Density Residential, 77.2 acres of Commercial Tourist, and 21.4 acres of Commercial Retail;
(2) Change of Zone No. 2300003, a proposal to rezone the properties involved from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to

Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan;

(3) Tentative Tract Map No. 38578, a proposal for a Schedule A subdivision to subdivide the entire 619.1 gross acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential with a minimum lot size of 20,000 square feet, 161 lots for detached single-family with a minimum lot size of 5,000 square feet, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation;

(4) Plot Plan No. 230005, a proposal for Horse Park Workforce Housing on 41.3 acres that includes 500 units and an RV park with 300 RV parking stalls;

(5) Plot Plan No. 230006, a proposal for the equestrian center on 223.2 acres that includes a total of 615,689 sq. ft. of building area that includes the Grand VIP Barn, 16 Private Barn buildings, 21 Large Barn buildings, 2 Retail buildings, 5 Retail Barn buildings, and 1 Office building. Non-building areas include grass field, riding, and holding areas for horses; and,

(6) Plot Plan No. 240016, a proposal for the development plan for the 191 attached condominium units.

After considering public testimony at a public hearing on October 22, 2025, the Planning Commission closed the public hearing and recommended on a vote of three (3) in favor and one (1) opposed, to recommend that the Board of Supervisors tentatively approve GPA No. 230001, SP No. 401, CZ No. 2300003, TTM No. 38578, PPT No. 240016, PPT No. 230005, and PPT No. 230006.

The Board of Supervisors will consider public testimony at a public hearing on December 16, 2025. Following the Board's consideration, one of the following will occur:

(1) If the Board votes in favor to tentatively approve GPA No. 230001, SP No. 401, CZ No. 2300003, TTM No. 38578, PPT No. 240016, PPT No. 230005, and PPT No. 230006, then the Board will be able to finalize all approvals, which include Resolution 2025-300 approving GPA No. 230001, Resolution 2025-302 approving Specific Plan No. 401, Ordinance No. 348.5050 for CZ No. 2300003, and approvals of TTM No. 38578, PPT No. 240016, PPT No. 230005, and PPT No. 230006.

(2) If the Board votes to deny or continue GPA No. 230001, then SP No. 401, CZ No. 2300003, TTM No. 38578, PPT No. 240016, PPT No. 230005, and PPT No. 230006, then GPA No. 230001 will be excluded from Resolution 2025-300, at this time, and other associated actions listed above will also not occur, at this time.

Adoption of Resolution No. 2025-300 will formally adopt General Plan Amendment No. 230001, and associated Resolution No. 2025-302 to approve Specific Plan No. 401, Ordinance No. 348.5050 to adopt Change Of Zone No. 2300003, and approvals for Tentative Tract Map No. 38578, Plot Plan No. 240016, Plot Plan No. 230005, and Plot Plan No. 230006 will finalize the Board's approval of the project.

Impact on Residents and Businesses

The projects have been carefully considered, analyzed, and reviewed during the public hearings before the Planning Commission and Board of Supervisors on the date specified for each item listed above.

Additional Fiscal Information

All fees paid by applicants

ATTACHMENTS:

A. Resolution No. 2025-300
B. Resolution No. 2025-302
C. Resolution No. 2025-303
D. GPA No. 230008
E. GPA No. 230001
F. Ordinance No. 348.5049
G. Ordinance No. 348.5050
H. Plot Plan No. 230048 Exhibits
I. Plot Plan No. 230048 Conditions of Approval
J. Plot Plan No. 230048 Planning Commission Staff Report
K. Specific Plan No. 401
L. Tentative Tract Map No. 38578 Exhibits
M. Plot Plan No. 230005 Exhibits
N. Plot Plan No. 230006 Exhibits
O. Plot Plan No. 240016 Exhibits
P. Specific Plan No. 401 Conditions of Approval
Q. Tentative Tract Map No. 38578 Conditions of Approval
R. Plot Plan No. 230005 Conditions of Approval
S. Plot Plan No. 230006 Conditions of Approval
T. Plot Plan No. 240016 Conditions of Approval
U. Specific Plan No. 401 Planning Commission Staff Report

Crystal Carrillo
Crystal Carrillo, Senior Management Analyst 12/10/2025

Braden Holly
Braden Holly, Deputy County Counsel IV 12/8/2025

RECOMMENDED MOTION: That the Board of Supervisors:

Thrifty Oil

2. **ADOPT Ordinance NO. 348.5049,** associated with Change of Zone No. 2300030, amending the zoning in the North Perris Zoning Area, as shown on Map No. 59.078 (Attachment E) consistent with the Board's action on November 4, 2025;
3. **APPROVE PLOT PLAN NO. 230048**, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in the staff report (Attachment I);

Thermal Ranch

4. **ADOPT Resolution No. 2025-303 CERTIFYING the ENVIRONMENTAL IMPACT REPORT (EIR) (SCH2023050624)**, adopting environmental findings pursuant to the California Environmental Quality Act, and adopting a Mitigation Monitoring and Reporting Program; and
5. **ADOPT** Resolution No. 2025-302 (Attachment B) and **APPROVE SPECIFIC PLAN NO. 401** subject to the Advisory Notification Document, and based upon the findings and conclusions in the staff report (Attachment T)
6. **ADOPT ORDINANCE NO. 348.5050,** associated with Change of Zone No.2300003, amending the zoning in the Lower Coachella Valley Area, as shown on Map No. 41.101 (Attachment F), to do all of the following: (1) rezone the properties involved from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan, (2) create the zoning ordinance text of the Specific Plan, and (3) define the Planning Area boundaries of the Specific Plan consistent with the Board's actions on December 9, 2025;
7. **APPROVE TENTATIVE TRACT MAP NO. 38578,** subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in the staff report (Attachment T);
8. **APPROVE PLOT PLAN NO. 240016,** subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in the staff report (Attachment T);
9. **APPROVE PLOT PLAN NO. 230005,** subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in the staff report (Attachment T);
10. **APPROVE PLOT PLAN NO. 230006,** subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in the staff report (Attachment T);

RESOLUTION NO. 2025-300

AMENDING

THE RIVERSIDE COUNTY GENERAL PLAN

2025 General Plan Amendments – 4th Cycle

(Fourth Cycle of General Plan Land Use Element Amendments For 2025)

WHEREAS, pursuant to the provisions of Government Code Section 65350 et seq., notice was given, and public hearings were held before the Riverside County Board of Supervisors and the Riverside County Planning Commission to consider the proposed amendments to the Land Use Element(s) of the Riverside County General Plan; and,

WHEREAS, all provisions of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied;

WHEREAS, the proposed general plan amendment was discussed fully with testimony and documentation presented by the public and affected government agencies; and,

WHEREAS, the proposed general plan amendments are hereby declared to be severable and if any proposed amendment is adjudged unconstitutional or otherwise invalid, the remaining proposed amendments shall not be affected thereby; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED AND ORDERED by the Board of Supervisors of the County of Riverside in regular session assembled on December 16, 2025 that:

GENERAL PLAN AMENDMENT (GPA) NO. 230001

1. General Plan Amendment (GPA) No. 230001 amends the General Plan Foundation of approximately 619.1 gross acres of the project site from Agriculture to Community Development and Land Use Designation from Agriculture (AG) to Commercial Tourist (CT), Very Low Density Residential (VLDR), Medium High Density Residential (MHDR), Highest Density Residential (HHDR), and Commercial Retail (CR) and establishes the related Specific Plan.

FORM APPROVED COUNTY COUNSEL
BY: BRADEN J. HOLLY DATE 12/9/25

DEC 16 2025 3.49

2. GPA No. 230001 is associated with Specific Plan No. 401, a proposal for a development program on 619.1 acres that consists of an Equestrian Center, Very Low Density Residential, Medium High Density Residential, High Density Residential, Commercial Tourist, and Commercial Retail.
3. GPA No. 230001 is associated with Change of Zone No. 2300003, a proposal to change the zoning from A-2-10 and W-2 to Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan.
4. GPA No. 230001 is associated with Tentative Tract Map No. 38578, a proposal for a subdivision of the 619.1 acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential, 161 lots for small lot detached single-family, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation.
5. GPA No. 230001 is associated with Plot Plan No. 230005, a proposal for Horse Park Workforce Housing on 41.3 acres that includes 500 units and an RV park with 300 RV parking stalls.
6. GPA No. 230001 is associated with Plot Plan No. 230006, a proposal for an equestrian center on 223.2 acres.
7. GPA No. 230001 is associated with Plot Plan No. 240016, a proposal for a development plan for the 191 attached condominium units.
8. The site for GPA No. 230001 consists of APNs 751-020-002, 751-020-003, 751-020-006, 751-020-007, 751-020-010, and is located within the Eastern Coachella Valley Area Plan. Once the Tentative Tract Map is finalized and recorded the line configuration will change and the APN numbers may change.
9. GPA No. 230001 is an entitlement/policy amendment and an agricultural foundation component amendment.
10. Pursuant to Article II: Section 2.4, Subsection C.2 of Ordinance 348, an Entitlement/Policy Amendment to the General Plan may be approved provided the following first two findings listed below are met and one or more of the subsequent findings listed below are met:
    a. The proposed change does not involve a change in or conflict with:
        i. the Riverside County Vision;

ii. any General Planning Principle set forth in General Plan Appendix B; or

iii. any Foundation Component designation in the General Plan.

b. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

c. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

d. A change in policy is required to conform to changes in state or federal law or applicable findings of a court of law.

e. An amendment is required to comply with an update of the Housing Element or change in State Housing Element law.

f. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County.

g. An amendment is required to address changes in ownership of land or land not under the land use authority of the Board of Supervisors.

11. The proposed change does not involve a change in or conflict with the Riverside County Vision. The RCIP Vision expresses the desire to become a "family of special communities in a remarkable environmental setting." According to the RCIP Vision and General Planning Principles, this desire can be achieved by several different means, from concentrating future growth and reducing sprawl, protecting Riverside County's diverse environmental resources and open space systems, providing multi-modal transportation systems that are integrated into the community, making efficient use of infrastructure, services, and resources and ensuring "consistently high" development standards."

The General Plan Vision Statement, in its introductory discussion on Risk, provides, "We readily acknowledge that there is a certain degree of risk and uncertainty regarding future expectations, especially as they relate to land resources and how we manage them. At the same time, through the unique planning opportunities present here, we seek to make the risks known and avoid arbitrary and capricious decision making that aggravates the normal risks in human affairs." The Project as proposed is not without its risks and potential impacts to

the environment, but these have been documented in the Environmental Impact Report and made available for the public and for decision makers on the Project to consider.

On the introductory discussion of Employment, the General Plan Vision Statement provides, "We acknowledge gainful employment as one of the most basic individual needs and value a growing and diversified job base within which our residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of our economy." The Project would continue directly provide employment onsite through the operation of the equestrian facility and other anticipated commercial uses and is expected to have secondary employment and economic benefits for other businesses in the area.

On the topic of Sustainability and Global Environmental Stewardship, the General Plan Vision Statement provides, "Measures that reduce carbon emissions and increase energy efficiency are now routinely included in all areas of growth within Riverside County – new development, retrofitting of existing structures, as well as new and ongoing operations." As is shown in the Climate Action Plan screening tables included with the Project EIR, the Project is providing certain design and operational measures to limit the Project's contribution to greenhouse gas emissions to be consistent with state reduction goals and to be considered less than significant.

On the topic of Jobs and the Economy, the General Plan Vision Statement provides, "Implementation of the RCIP provides a clear picture of the fiscal implications of land use policies and documents the financial, as well as physical and social viability of communities in Riverside County." The proposed Project would continue to support employment in the area. Additionally, the Project has been designed in consideration of the surrounding area to design and operate the Project to minimize impacts to the surrounding area, which is detailed in the Project's EIR. As is required for Specific Plans, a Fiscal Impact Analysis was prepared to inform County decisionmakers on the project and its fiscal impacts to the County.

On the topic of Recreation, the General Plan Vision Statement provides, "We seek an environment where residents of Riverside County enjoy better access to parks, trails and

open spaces than the previous generation. This means a county where most neighborhoods have parks, trails and community facilities that are safe, appealing, and that encourage people of all ages to remain physically and socially active." The project through its primary equestrian facility as well as perimeter and internal trails and residential oriented recreation amenities assists in meeting this statement.

This is simply a sampling of the General Plan Vision Statement topics that the General Plan Amendment is consistent with and not an exhaustive list of Vision topics. There are no other provisions or statements within the Riverside County Vision that the General Plan Amendment are inherently inconsistent with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County Vision.

12. The proposed change does not involve a change or is in conflict with any General Planning Principle set forth in General Plan Appendix B.

General Plan Principle IV.A.1 notes that "It is the intent of the General Plan to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of various densities, of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices." The General Plan Amendment and Specific Plan propose a variety of residential densities and development types to provide housing options for a wide variety of households rather than a narrow spectrum of households.

General Plan Principle IV.A.4 notes that "Communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms. Low density residential development should not be the predominant use or standard by which residential desirability is determined." The General Plan Amendment and Specific Plan with its increase in residential density allowed is an implementation of this principle with its variety of residential densities and types within a single community.

General Plan Principle IV.A.5 notes "The creation of new cities/towns, villages and aggregated specific plan areas should be considered. The process of planning for new

communities should be started so that when they are built they will have the infrastructure, the facilities, services, and economic sustainability to make them viable into the next century." The General Plan Amendment with the Specific Plan component proposes a diverse community that has planned for the necessary infrastructure and provision of commercial and recreation services to future residents.

General Plan Principle IV.C. provides that "where appropriate, each community should be encouraged to develop a 'community center' as the focus and place of concentrated civic activity". The proposed Project with the inclusion of the core equestrian facility along with the residential area oriented recreation will represent a primary focal point for civic activity where daily and special activities would be accommodated within this proposed community.

General Plan Principle IV.F. notes "Land use policies should permit a fine grain mix of housing types, densities and prices. This means that neighborhoods and development projects may contain a mix of several housing types, densities and price ranges, subject to carefully crafted standards of design (e.g. regulating lot coverage, setbacks, and landscaping)." The General Plan Amendment and Specific Plan provide such variety of housing densities and types along with including specific development standards and guidelines for residential development.

General Plan Principle VII.B.1 and 2 provide, "provide employment-generating uses in Riverside County, with capacity for enough jobs to employ the workers who live in Riverside County to the maximum extent possible" and "stimulate the growth of businesses focused on national and international markets". These principles are highlighted in the Project through its direct and indirect employment impacts it is anticipated to have along with the equestrian events that will occur that could attract visitors and businesses to the area that would be accommodated within the Specific Plan designated commercial areas or surrounding areas.

This is simply a sampling of the Principles that the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent Principles. There are no Principles with which the General Plan Amendment inherently conflicts. Therefore, the proposed

General Plan Amendment would not conflict with the Riverside County General Planning Principles set forth in General Plan Appendix B.

13. GPA No. 230001 would include a Foundation change. The necessary findings for the Foundation change are made in the subsequent findings for an Agricultural Foundation General Plan Amendment Pursuant to Article II: Section 2.7, Subsection E of Ordinance 348.

14. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them. The purposes of General Plan are to set direction for land use and development in strategic locations, provide for the development of the economic base, establish a framework of the transportation system, and ensure the preservation of extremely valuable natural and cultural resources. The Project is strategically located to be located within the Thermal and Vista Santa Rosa area that has a strong equestrian background and continued presence to be consistent with. The area also provides the necessary infrastructure to serve the overall proposed project. Therefore, the GPA No. 230001 would help contribute to the achievement of the purposes of the General Plan by strategically planning for appropriate land uses in specific locations; the Project therefore is not detrimental to the purposes of the General Plan.

15. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan. The proposed project is unique in its mix of land uses to incorporate an equestrian facility that is typical for a rural area but also a mix of urban level residential and commercial uses that was not anticipated in the preparation of the General Plan and the current land use designation of Agriculture. While the site was previously used for agriculture purposes that made the land use designation appropriate to reflect that existing use, that use has since ceased and the General Plan, being more forward looking and accommodating for unique types and mix of uses, necessitates the change to the land use designation.

16. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County. Although the site with its current land use designation as Agriculture (AG) could accommodate for employment from agricultural uses, the proposed project's equestrian facility would provide for approximately 300 employees during competition season and 20 to 30 employees

year round. This does not include the potential employment from the other commercial designated areas that would provide for more employment as well compared to the current agricultural use.

17. Pursuant to Article II: Section 2.7 of Ordinance 348, an Agricultural Foundation Amendment to the General Plan may be approved provided the following requirements and findings are met:
    a. a maximum of 7% of the Agricultural Foundation acreage shall be generally authorized for conversion from the Agriculture Foundation Component to any other Foundation Component within a 2 ½ year period.
    b. The amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, not be detrimental to them.
18. The proposed amendment to the Agricultural Foundation Component would be within the January 1, 2024 and July 31, 2026 2 ½ year cycle. At the start of the current 2 ½ year cycle, the total acreage within Area B of Riverside County (consisting of Western Coachella Valley and Eastern Coachella Valley was 50,395 acres. Within this time period, no other changes to the Agricultural Foundation Component have already occurred. The current change to convert 619.1 acres from Agricultural Foundation to Community Development represent a 1.2% change to the total acreage of the Agricultural Foundation Component. Additionally, prior cycles have resulted in changes to the Agricultural Foundation Component that have been below the 7% maximum per cycle to convert to another Foundation Component, which is allowed to roll over to subsequent cycles as unutilized conversion. Therefore, the proposed change to the Agricultural Foundation Component Amendment would not result in a greater than 7% conversion of Agricultural Foundation Component designated area to another Foundation Component.
19. As provided above in the Entitlement/Policy Amendment findings, the GPA No. 230001 would either contribute to the achievement of the purposes of the General Plan or, at a minimum, not be detrimental to them.
20. A duly-noticed public hearing was held in front of the Planning Commission on October 22, 2025. After hearing public testimony, the Planning Commission closed the public hearing and recommended on a vote of 3-1 in favor that the Board of Supervisors tentatively approve the Project,

which includes GPA No. 230001, SP No. 401, CZ No. 2300003, TTM No. 38578, and PPT No. 230005, PPT No. 230006, and PPT No. 240016.

21. A duly-noticed public hearing was held in front of the Board of Supervisors on December 16, 2025, and the Board of Supervisors took public testimony on GPA No. 230001, SP No. 401, CZ No. 2300003, TTM No. 38578, and PPT No. 230005, PPT No. 230006, and PPT No. 240016.

GENERAL PLAN AMENDMENT (GPA) NO. 230008

22. General Plan Amendment No. 230008 amends the General Plan Foundation of approximately 9.62 gross acres of the project site from Rural Community to Community Development and Land Use Designation from Very Low Density Residential (VLDR) to Light Industrial (LI).
23. GPA No. 230008 is associated with Change of Zone No. 2300030 a proposal to change the zoning classification from Rural Residential, one-acre minimum (R-R-1) to Industrial Park (I-P).
24. GPA No. 230008 is associated with Plot Plan No. 230048 a proposal to construct a 185,912 square foot (SF) concrete tilt-up, non-refrigerated warehouse on 9.62 acres.
25. The site GPA No. 230008 consists of APN 317-260-017 and 317-260-018 and is located within the Mead Valley Area Plan.
26. GPA No. 230008 is a foundation component amendment and an entitlement/policy amendment to amend the Foundation from Rural Community to Community Development and Land Use Designation from Very Low Density Residential (VLDR) to Light Industrial (LI).
27. Pursuant to Article II: Section 2.4, Subsection C.2 of Ordinance 348, an Entitlement/Policy Amendment to the General Plan may be approved provided the following first two findings listed below are met and one or more of the subsequent findings listed below are met:
    a. The proposed change does not involve a change in or conflict with:
        i. the Riverside County Vision;
        ii. any General Planning Principle set forth in General Plan Appendix B; or
        iii. any Foundation Component designation in the General Plan.
    b. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

c. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

d. A change in policy is required to conform to changes in state or federal law or applicable findings of a court of law.

e. An amendment is required to comply with an update of the Housing Element or change in State Housing Element law.

f. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County.

g. An amendment is required to address changes in ownership of land or land not under the land use authority of the Board of Supervisors.

28. The Riverside County Vision Statement is a series of 12 subject areas identified as important to the County and includes both past accomplishments as well as goals for creating a sense of place and community. Within the broader subject areas, the Vision Statement provides a more detailed listing of both the County's values as well as specific expectations for the built environment, intended to act as a guide to property owners, developers and decisionmakers. The subject GPA No. 230008 is consistent with and does not involve a change in or conflict with the Riverside County Vision in that it proposes development that will create additional jobs for local employment, while increasing the tax base through new property and other taxes. According to Vision Statement No. 6, Employment, of the General Plan, gainful employment is stipulated as a basic individual need, that a growing and diversified job base, within which County residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of the economy, is desirable.

29. GPA No. 230008 would bring the Project site into compatibility with the surrounding land uses, implementing consistency with General Plan goals. The surrounding land uses consist of industrial uses of similar intensity and size including an approved entitlement for a warehouse with logistics/distribution uses to the immediate south, and the Riverside County "Wellness Village," zoned Manufacturing- Service Commercial to the east. The proposed Industrial Park zoning

classification would continue an evolving development pattern in Mead Valley - including recently approved Land Use/zoning changes and warehouses in the vicinity of the Project site. Additionally, the project would provide infrastructure improvements of curb, gutters, and sidewalks for roadways along the subject property with connectivity to existing projects in the area, including a "multi-purpose trail".

30. GPA No. 230008 would include a Foundation change. The necessary findings for the Foundation change are made in the subsequent findings for a Regular Foundation General Plan Amendment.

31. GPA No. 230008 is required to expand basic job opportunities (permanent jobs, exclusive of any jobs created by construction of the project itself) that contribute directly to the County's economic base and that would improve the ratio of jobs-to-workers in the County in that the development pattern in Mead Valley, surrounding the Interstate 215 Freeway, has transitioned from residential to warehousing and offices to take advantage of freeway accessibility, and so implementation of the Amendment to Community Development: Business Park would continue an existing pattern, while providing an opportunity (through concurrent approval of a new warehouse at the Project site) to expand the County's permanent local employment base in conformance with policies of the General Plan and Mead Valley Area Plan.

32. Pursuant to Article II: Section 2.5, Subsection G of Ordinance 348, a Regular Foundation Amendment to the General Plan may be approved provided the following requirements and findings are met:

    a. That new conditions or circumstances disclosed during the review process justify modifying the General Plan,

    b. That the modifications do not conflict with the overall Riverside County Vision, and

    c. That they would not create an internal inconsistency among the elements of the General Plan.

33. GPA No. 230008 is required to expand basic job opportunities (permanent jobs, exclusive of any jobs created by construction of the project itself) that contribute directly to the County's economic base and that would improve the ratio of jobs-to-workers in the County in that the development pattern in Mead Valley, surrounding the Interstate 215 Freeway, has transitioned from residential to

warehousing and offices to take advantage of freeway accessibility, and so implementation of the Amendment to Community Development: Business Park would continue an existing pattern, while providing an opportunity (through concurrent approval of a new warehouse at the Project site) to expand the County's permanent local employment base in conformance with policies of the General Plan and Mead Valley Area Plan.

34. As provided above in the Entitlement/Policy Amendment findings, GPA No. 230008 would not conflict with the overall Riverside County Vision and would not create an internal inconsistency among the elements of the General Plan.

35. A duly noticed public hearing was held in front of the Planning Commission on June 25, 2025. After hearing public testimony, the Planning Commission closed the public hearing and recommended on a vote of 4-0 that the Board of Supervisors tentatively approve the Project, which includes GPA No. 230008, CZ No. 2300030, and PPT No. 230048.

36. A subsequent duly noticed public hearing was held in front of the Board of Supervisors on November 4, 2025, and, after taking public testimony, closed the public hearing and tentatively approved GPA No. 230008, CZ No. 2300030, and PPT No. 230048 by a vote of 5-0 in favor.

THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors take the following actions:

GENERAL PLAN AMENDMENT (GPA) NO. 230008

37. **ADOPT** General Plan Amendment No. 230008, as described herein and shown on Exhibit A titled "GPA230008 – Proposed Land Use", attached hereto and incorporated herein by reference.

GENERAL PLAN AMENDMENT (GPA) NO. 230001

38. **ADOPT** General Plan Amendment No. 230001, as described herein and shown on Exhibit B titled "GPA230001 – Proposed Land Use", attached hereto and incorporated herein by reference.

ALL AMENDMENTS

39. **DIRECT** the Planning Department to incorporate the changes made by the General Plan Amendment Nos. 230008 and 230001 and Change of Zone Nos. 2300030 and 2300003 into the Riverside County General Plan and associated elements, area plans, tablets, GIS data, maps, ordinances, and figures, and make any corrections as necessary.

BE IT FURTHER RESOLVED by the Board of Supervisors that the custodians of the documents upon which this decision is based are the Clerk of the Board of Supervisors and the County Planning Department, and that such documents are located at 4080 Lemon Street, Riverside, California.

ATTACHMENTS

EXHIBIT A: GPA230008 – Proposed Land Use

EXHIBIT B: GPA230001 – Proposed Land Use

Board of Supervisors **COUNTY OF RIVERSIDE**

RESOLUTION NO. 2025-300

AMENDING THE RIVERSIDE COUNTY GENERAL PLAN
2025 GENERAL PLAN AMENDMENTS – 4TH CYCLE
(FOURTH CYCLE OF GENERAL PLAN
LAND USE ELEMENT AMENDMENTS FOR 2025)

ROLL CALL:

Ayes:	Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	Medina
Abstain:	None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KIMBERLY A. RECTOR, Clerk of said Board

By: _____

Deputy

12/16/2025 Item 3.49

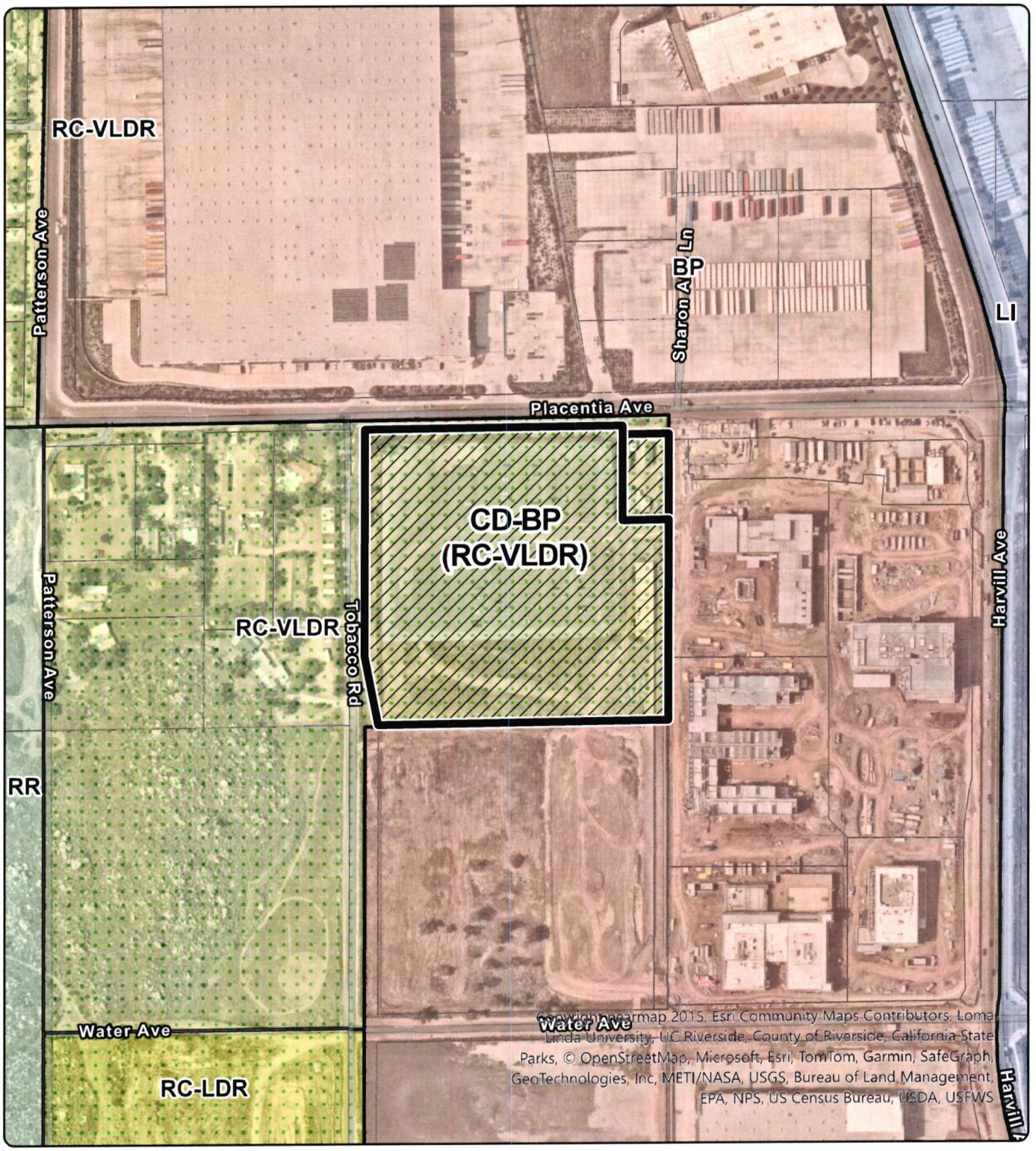
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT230048 / GPA230008 / CZ2300030

PROPOSED GENERAL PLAN

Supervisor: Medina
District 1

Date Drawn: 6/11/2025
Exhibit 6



Zoning Area: NORTH PERRIS

Author: PetePang

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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RIVERSIDE COUNTY PLANNING DEPARTMENT

Supervisor: V MANUEL PEREZ

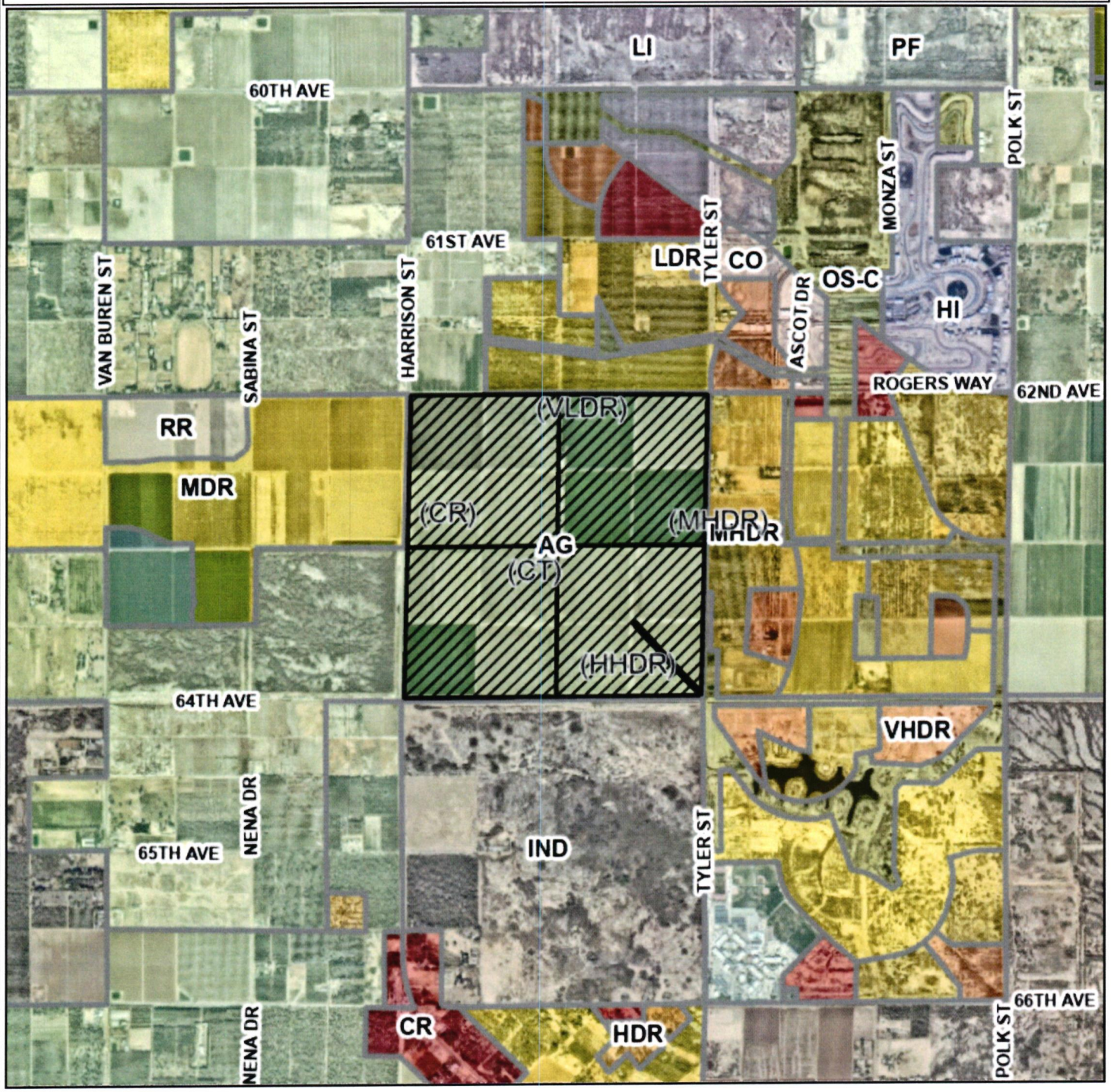
SP00401, GPA230001,
CZ2300003, TTM38578,
PPT230005, PPT230006,
PPT240016

Date: 9-23-2025

District: 4

PROPOSED GENERAL PLAN

Exhibit: 6



Zoning Area/District: LOWER COACHELLA VALLEY

Author:

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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Board of Supervisors **County of Riverside**

RESOLUTION NO. 2025-302
ADOPTING
SPECIFIC PLAN NO. 401
(THERMAL RANCH)

WHEREAS, pursuant to the provisions of Government Code Section 65450 et. seq., public hearings were held before the Riverside County Board of Supervisors in Riverside, California on December 9, 2025, and before the Riverside County Planning Commission on October 22, 2025, to Specific Plan No. 401 (Thermal Ranch); and

WHEREAS, all provisions of the California Environmental Quality Act ("CEQA") and Riverside County CEQA implementing procedures have been satisfied and an Environmental Impact Report (SCH 2023050624) which was prepared in connection with this Specific Plan No. 401 and related cases General Plan Amendment No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan No. 230005, Plot Plan No. 230006, and Plot Plan No. 240016 (referred to alternatively herein as "the project"), is sufficiently detailed so that all the potentially significant effects have been evaluated in accordance with CEQA and the implementing procedures; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, in regular session assembled on December 16, 2025, that:

A. Specific Plan No. 401 is for a development program on a 619.1-acre area that consists of 223.1 acres for Equestrian Center, 194.3 acres of Very Low Density Residential, 69.5 acres of Medium High Density Residential, 18.3 acres of Highest Density Residential, 77.2 acres of Commercial Tourist, and 21.4 acres of Commercial Retail. Overall, the Specific Plan proposes a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 sq. ft. of commercial building area. The Specific Plan is oriented around an equestrian center with supporting and ancillary residential and commercial uses.

FORM APPROVED COUNTY COUNSEL
BY: BRADEN J. HOLLY DATE 12/8/25

B. Specific Plan No. 401 is associated with General Plan Amendment No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan No. 230005, Plot Plan No. 230006, and Plot Plan No. 240016 which were considered concurrently at the public hearings before the Planning Commission and the Board of Supervisors.

C. The EIR prepared for the project (SCH 2023060524) concluded that implementation of the overall Specific Plan would result in significant and unavoidable impacts to agricultural resources, air quality, and transportation. All feasible mitigation measures were included in the EIR for these impact areas and for other impact areas that had potentially significant impacts prior to mitigation. Mitigation measures have been incorporated as conditions of approval on Specific Plan No. 401 and associated projects as applicable.

BE IT FURTHER RESOLVED by the Board of Supervisors that Specific Plan No. 401 is consistent with the Riverside County General Plan.

BE IT FURTHER RESOLVED by the Board of Supervisors that it accepts the findings of the EIR, on the basis of which the Board of Supervisors finds that the project would potentially result in significant environmental impacts related to agricultural resources, air quality, and transportation and the Board of Supervisors adopted a resolution that included overriding considerations at the December 9, 2025 public hearing.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has reviewed and **CONSIDERED** the EIR in evaluating Specific Plan No. 401 and the related cases referenced above, that the EIR is an accurate and objective statement that complies with CEQA and reflects the County's independent judgment, and that the EIR are incorporated herein by this reference.

BE IT FURTHER RESOLVED by the Board of Supervisors that copies of Specific Plan No. 401, on file with the Clerk of the Board, including the final conditions of approval and exhibits, is hereby adopted as the Specific Plan of Land Use for the real property described and shown in the plan, and said real property shall be developed substantially in accordance with the plan as amended, unless the plan is repealed or further amended by the Board.

BE IT FURTHER RESOLVED by the Board of Supervisors that copies of Specific Plan No. 401 shall be placed on file in the Office of the Clerk of the Board, in the Office of the Planning Director, and in the Office of the Building and Safety Director, and that no applications for subdivision maps, conditional use permits or other development proposals shall be accepted for the real property described and shown in the plan, as amended, unless such applications are substantially in accordance therewith.

BE IT FURTHER RESOLVED by the Board of Supervisors that the custodians of the documents upon which this decision is based are the Clerk of the Board of Supervisors and the County of Riverside Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.

Board of Supervisors **COUNTY OF RIVERSIDE**

RESOLUTION NO. 2025-302

ADOPTING
SPECIFIC PLAN NO. 401
(THERMAL RANCH)

ROLL CALL:

Ayes:	Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	Medina
Abstain:	None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KIMBERLY A. RECTOR, Clerk of said Board

By: _____

Deputy

12/16/2025 Item 3.49

RESOLUTION NO. 2025-303
CERTIFYING ENVIRONMENTAL IMPACT REPORT FOR THE THERMAL RANCH SPECIFIC PLAN GPA NO. 2300001, CZ NO. 2300003, SP NO. 00401, TTM NO. 38578; AND PPA NO.S 230005, 230006 AND 240016

WHEREAS, pursuant to the provisions of Government Code Section 65350 et. seq., a meeting was held before the Riverside Planning Commission on October 22, 2025 to consider a General Plan Amendment (GPA No. 230001), Change of Zone (CZ2300003), Specific Plan (SP No. 00401), Tentative Tract Map (TTM38578), and three Plot Plans (PPT230005, PPT230006, PPT240016) to establish a Specific Plan oriented around an equestrian center with supporting and ancillary residential and commercial uses on property encompassing approximately one square mile with a net acreage of 622± acres and bounded on the north by Avenue 62, on the south by Avenue 64, on the west by Harrison Street and on the east by Tyler Street (Project); and,

WHEREAS, the County of Riverside is the lead agency for the preparation and consideration of environmental documents for the Project, as defined by the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. (CEQA) and the California Guidelines for the Implementation of CEQA located at Cal. Code of Regulations, Title 14, Sections 15000 et seq. (State CEQA Guidelines); and,

FORM APPROVED COUNTY COUNSEL
BY: BRADEN J. HOLLY DATE 12/2/25

WHEREAS, the Project is subject to compliance with CEQA, the State CEQA Guidelines, and the Riverside County Rules to Implement CEQA (County Code of Ordinances, Title 4, Section 4.44.160), since the Project requires approval of discretionary actions by the County of Riverside, including: a (i) General Plan Amendment; (ii) Change of Zone; (iii) Specific Plan (iv) Tentative Tract Map; and (v) three Plot Plans; and,

WHEREAS, the Riverside County Planning Department circulated a Notice of Preparation (NOP) for a 30-day public review period commencing May 26, 2023 and ending on June 27, 2023; and,

WHEREAS, on June 19, 2023 and July 10, 2023, the County held an Environmental Impact Report (EIR) Scoping Meeting to provide an overview of the Project Notice of Preparation, in accordance with CEQA Guideline Section 15083; and,

WHEREAS, the County has prepared, or caused to be prepared, a Draft EIR to address the Project's conformance with CEQA and the County of Riverside as lead agency under CEQA is responsible for certification of the Final EIR; and,

WHEREAS, the Draft EIR (Draft EIR) was circulated for general public and other public agencies review and comment as specified in the State CEQA Guidelines for a 45-day period (November 18, 2024 to

January 10, 2025, extended from January 2, 2025); and,

WHEREAS, the County has consulted with other public agencies and the general public and has provided an opportunity to comment on the Draft EIR as required by the provisions of CEQA and the State CEQA Guidelines; and,

WHEREAS, the County received six comment letters on the DEIR from private individuals, private entities, and public agencies; and,

WHEREAS, the County issued a Final Environmental Impact Report (State Clearinghouse No. 2023050624) (Final EIR)) incorporating the Draft EIR; comments and recommendations received by the County on the Draft EIR, either verbatim or in summary, and a list of private individuals or entities and public agencies that submitted comments; County responses to significant environmental points raised in the review and consultation process; modifications made to the text of the Draft EIR that are also included in the Final EIR; and appendices to the Draft and Final EIRs; and,

WHEREAS, the Final EIR evaluates the possible environmental impacts of the proposed General Plan Amendment (GPA No. 230001), Change of Zone (CZ2300003), Specific Plan (SP No. 00401), Tentative Tract Map (TTM38578), and three Plot Plans (PPT230005, PPT230006, PPT240016); and,

WHEREAS, in compliance with CEQA, the Final EIR identifies project alternatives which reduce or significantly lessen one or more identified significant impacts of the Project; and,

WHEREAS, the County of Riverside desires and intends to use the Final EIR certified herein pursuant to Section 15090 of the State CEQA Guidelines, and the documents incorporated by reference therein, as the environmental documentation required by CEQA and the State and Local CEQA Guidelines for each of the above-referenced discretionary actions to the extent authorized by law; and,

WHEREAS, all the procedures of CEQA, the State CEQA Guidelines, and Riverside County Rules to Implement CEQA have been met, and this Final EIR is sufficiently detailed so that all of the potentially significant effects of the Project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with CEQA; and,

WHEREAS, pursuant to State CEQA Guidelines section 15151, the evaluation of environmental effects is to be completed in light of what is reasonably feasible; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; and

WHEREAS, the County prepared the Findings of Fact and Statement of Overriding Considerations as specified in Exhibit A hereto in accordance with CEQA, the State CEQA Guidelines, and the Riverside County Rules to Implement CEQA; and

WHEREAS, the Planning Commission is responsible for reviewing the Final EIR and making a recommendation to the County Board of Supervisors as to whether the Final EIR should be certified if

prepared in compliance with all applicable requirements; and,

WHEREAS, a staff report was presented to the Planning Commission discussing the issues in the matter and the required public hearing held on October 22, 2025, was duly noticed and held in the manner prescribed by law; and,

WHEREAS, the Planning Commission recommended certification of the Final EIR to the County Board of Supervisors on October 22, 2025, by a 3 to 1 vote in favor of the Project; and,

WHEREAS, on December 16, 2025, the Board of Supervisors held a duly noticed public hearing in the manner prescribed by law to consider the certification of the Environmental Impact Report, with Findings of Fact and Mitigation Monitoring and Reporting Program.

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside in regular session assembled on December 16, 2025, that:

A. The foregoing recitals are true and correct, and they are hereby incorporated by reference into this Resolution.

B. The County Board of Supervisors accepts the Planning Commission's recommendation.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Final EIR concludes that the Project would have direct and/or cumulative impacts in the following areas which can be reduced to less than significant with implementation of the mitigation measures specified in the Final EIR and Attachment B (Mitigation Monitoring and Reporting Program), which is incorporated herein by this reference:

1. Aesthetics (effects on visual character, effects on Mt. Palomar Observatory, light & glare, expose residential properties to unacceptable lights levels)
2. Air Quality (expose sensitive receptors to pollutants)
3. Biological Resources (sensitive species, movement of wildlife)
4. Cultural Resources (unknown historical and archaeological resources, human remains)
5. Geology and Soils (liquefaction, ground-shaking, ground subsidence, and risks related to slopes)
6. Greenhouse Gas Emissions (GHG Emissions impacting the environment, consistency with applicable plan, policy or regulation)
7. Hazards and Hazardous Materials (release of hazardous materials, located in an ALUP or within 2 miles of a public airport)
8. Hydrology and Water Quality (compliance with water quality or waste discharge standards, risks of erosion or siltation)
9. Mineral Resources (Paleontological resources)
10. Noise (consistency with established standards)
11. Tribal Cultural Resources (known and unknown tribal cultural resources)

For each of the significant and potentially significant environmental effects identified above and discussed in detail in the Final EIR, the Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen such environmental effects to the maximum extent feasible, and further finds that all such effects will be mitigated to less than significant levels through implementation of the mitigation measures recommended in the Final EIR, adopted by the County, and made enforceable through the Mitigation and Monitoring Program attached as Exhibit B, as more fully set forth in the CEQA Findings and Statement of Overriding Considerations attached as Exhibit A, incorporated herein by this reference, and adopted by the County herein.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Final EIR indicates that the Project would have no impact or less than significant impacts in the following areas without the implementation of mitigation measures:

1. Aesthetics (scenic resources and highways)
2. Agricultural Resources (RivCo Right-To-Farm Ordinance)
3. Air Quality (Odors)
4. Biological Resources (endangered or threatened species, consistency with HCP's and local policies, riparian habitat)
5. Energy (consumption of energy, consistency with plans for renewable energy or energy efficiency)
6. Geology (landslide risk, other geologic hazards, soils, wind erosion, and earthquake fault zones)
7. Hazards and Hazardous Materials (transport, use or disposal of hazardous materials, emergency response plans
8. Hydrology and Water Quality (groundwater supplies and recharge, risk of inundation, consistency with groundwater management plan)
9. Land Use (consistency with plans)
10. Mineral Resources (loss of mineral resources)
11. Noise (airport noise, ground borne vibration)
12. Population and Housing (affordable housing, population growth, Environmental Justice)
13. Public Services (fire services, sheriff, schools, libraries, health services)
14. Parks and Recreation (recreational facilities and parks, trail systems)
15. Transportation (geometric design, construction impacts, emergency access)
16. Utilities and Service Systems (expanded facilities, water supplies, solid waste, dry utilities)
17. Wildfire (emergency response and evacuations, wildfire risk, expose people or structures

to wildfire related risks)

For each of the potential environmental effects identified above and discussed in detail in the Final EIR, the Board of Supervisors finds that such effects will be less than significant or the Project will have no impact, as more fully set forth in the CEQA Findings and Statement of Overriding Considerations attached as Exhibit A, incorporated herein by this reference, and adopted by the County herein.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Final EIR indicates the Project will have significant, direct and/or unavoidable and adverse impacts in the following areas after all feasible mitigation measures recommended in the Final EIR are implemented:

1. Agricultural resources (conversion of agricultural and prime farmland)
2. Air quality (consistency with applicable air quality plan, cumulative increase in criteria pollutants)
3. Transportation and Traffic (consistency with circulation plan or policy, and vehicle miles travelled)

For each of the significant environmental effects identified above and discussed in detail in the Final EIR, and the Statement of Overriding Considerations, the Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen such environmental effects to the maximum extent feasible, and further finds that specific economic, legal, social, technological, or other considerations, including the need for housing and further economic development opportunities in the Project location make infeasible any further mitigation measures or alternatives, if any, identified in the Final EIR. Furthermore, the County finds that specific overriding economic, legal, social, technological or other benefits of the Project, including but not limited to creating a permanent home for the Desert International Horse Park, generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, and providing needed housing, jobs, and infrastructure, substantially outweigh the significant effects on the environment, as more fully described below and in the CEQA Findings and Statement of Overriding Considerations attached as Exhibit A, incorporated herein by this reference, and adopted by the County herein.

BE IT FURTHER RESOLVED by the Board of Supervisors that as permitted under State CEQA Guideline Section 15093(b), the Board of Supervisors for the County of Riverside adopts and makes a statement of overriding considerations concerning the Project's unavoidable significant impacts to agricultural resources, air quality and transportation and traffic to explain why the Project's specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, outweigh its unavoidable impacts, as more fully set forth in Section VIII in the CEQA Finding and Statement of Overriding Considerations attached hereto as Exhibit A and incorporated herein by this reference, including:

A. Most importantly, the Project will provide a permanent home to the Desert Horse Park, which currently operates on leased land at the edge of the Jacqueline Cochran Regional Airport that does not provide adequate space or long-term certainty to ensure the long-term viability and success of the world-class equestrian center. Providing for a long-term home for the Desert International Horse Park is a very significant priority of the County because it is one of the primary economic drivers in the eastern Coachella Valley, as supported by the fiscal impact analysis prepared for the Project and the economic analysis of direct and indirect economic benefits of the Desert International Horse Park. The Project site provides an appropriate location for the proposed master planned equestrian center and the associated residential, retail and commercial uses that will provide employment, housing, recreation, and increased property and sales tax revenue opportunities for the County, its residents and visitors.

B. The County Board of Supervisors finds that the Project's significant environmental impacts are acceptable when balanced with the Project's benefits. Each of the benefits cited below constitutes a separate and independent basis that justifies approval of the Project and outweighs the unavoidable adverse environmental effects of approving the Project, and thus make the adverse environmental effects acceptable. Thus, even in the absence of one or more of the reasons set forth below, the County has determined that each remaining reason, or any combination of reasons, is a sufficient basis for approving the Project, notwithstanding any significant and unavoidable impacts that may occur.

1. **Economic Development Benefits.** Under existing conditions, the Project site is vacant and undeveloped and therefore generates very limited tax revenue for the County. With implementation of the Project, the 619.1 acre site will be developed with an equestrian center, a hotel, up to 1,362 dwelling units, 320 recreational vehicle spaces, and 285,000 square feet of commercial building. The Project will generate substantial transient occupancy tax (TOT) revenue for the County from the proposed hotel, as well as substantial sales and property tax revenues. The Project will also generate significant funding for public infrastructure improvements within the County and surrounding area, including improvements to the local and regional circulation, potable water, electrical distribution, and other public infrastructure systems. This funding will come in the form of direct construction of public facilities by the Project developer, developer payment of DIF, TUMF and other fees, and the Project will greatly benefit the County adopted Enhanced Infrastructure Finance District, which depends on incremental increases in property tax revenues in the area from new development. Thus, approval of the proposed Project would represent a substantial benefit to the residents of unincorporated Riverside County areas, including Thermal and Oasis.

2. **Increased Employment and Housing Opportunities.** The Project will contribute to both temporary and permanent employment and economic growth opportunities in this portion of the County, including 300 employees for the equestrian center and 1,025 staff of the proposed retail, restaurant, and hotel uses, which provides a significant public benefit to the County and its residents. The Project includes employee housing opportunities within a master planned, mixed-use community that is designed to allow equestrians, residents, and workers to live, work, shop, and recreate within the Project site. The Project also adds to the diversity of housing, resort uses, and recreational amenities within the County, while also maintaining low-density residential uses around the majority of the project perimeter that matches the surrounding residential communities. In addition, the commercial center will have store fronts for grocery, restaurants, and other retailers or service providers including enhancing access to fresh food choices. Thus, the Project would provide additional commercial amenities to the existing residents in the area, and serve to improve the County's jobs-housing ratio, which in turn would reduce the need for County residents to commute outside of the area for employment.

3. **Public Improvements.** The Project will result in substantial street improvements, phased to Project improvements, of Avenue 62, Harrison Street and Tyler Street. Water and sewer will be extended from immediately off-site to serve the proposed Project. An on-site electric power substation is also planned in the southeast corner of the Project that will provide additional reliability and resiliency to the IID electrical distribution system in the area and will provide additional capacity to serve planned and approved development in the area. The Project will provide a 5-million-gallon storage reservoir at the existing CVWD Middleton Reservoir 7802-1 site located 2.4± miles southwest of the Project site, which will expand and enhance CVWD's potatable water system in the area.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Final EIR was prepared and completed in compliance with CEQA and all applicable requirements, as required by Section 15090 of the State CEQA Guidelines, including the Findings of Fact to be considered.

BE IT FURTHER RESOLVED by the Board of Supervisors hereby (1) adopts the Final EIR, (2) adopts the CEQA Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit A and incorporated herein by this reference, (3) adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit B and incorporated herein by this reference, and (4) certifies the following:

A. The Final EIR is accurate and objective, and complies with CEQA and all applicable requirements, as required by Section 15090 of the State CEQA Guidelines;

B. The Final EIR reflects the independent judgment and analysis of the County Board of

Supervisors, as the lead agency;

C. The Final EIR was presented to County Board of Supervisors, together with the staff report (copies of which are on file in the Planning Division), public testimony presented at the hearing, and all other oral and written evidence received by the County on this Project, which reviewed the considered the information in the Final EIR before approving the Project.

D. The Final EIR is on file with the Clerk of the Board, including the final exhibits and related cases, are hereby approved for the real property described and shown on the final exhibits, and said real property shall be developed substantially in accordance with the Project's plans and specifications, unless amended by the Board of Supervisors.

E. Copies of the Final EIR shall be placed in the Office of Clerk of the Board, in the Office of County Planning Department, and the Office of the Building and Safety Director.

F. The custodians of the documents upon which this decision is based are the Clerk of the Board of Supervisors and the County Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.

Board of Supervisors **COUNTY OF RIVERSIDE**

RESOLUTION NO. 2025-303

CERTIFYING ENVIRONMENTAL IMPACT REPORT FOR THE THERMAL RANCH SPECIFIC PLAN GPA NO. 2300001, CZ NO. 2300003, SP NO. 00401, TTM NO. 38578; AND PPA NO.S 230005, 230006 AND 240016

ROLL CALL:

Ayes:	Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	Medina
Abstain:	None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KIMBERLY A. RECTOR, Clerk of said Board

By: _____

Deputy

12/16/2025 Item 3.49

PASSED, APPROVED AND ADOPTED by the Board of Supervisors County of Riverside, California, at a regular meeting thereof, held on this 16th day of December 2025, by the following roll call vote:

AYES: BOARD SUPERVISORS: Spiegel, Washington, Perez, Gutierrez
NOES: BOARD SUPERVISORS: None
ABSENT: BOARD SUPERVISORS: Media

APPROVED:

V. Manuel Perez, Chair

ATTEST:
Kimberly A. Rector, Clerk of the Board

Deputy

Attachment(s):

Exhibit A – Findings and Statement of Overriding Consideration
Exhibit B – Mitigation Monitoring and Reporting Program (MMRP)

ATTACHMENT "A"

CEQA FINDINGS

and

STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA FINDINGS

and

STATEMENT OF OVERRIDING CONSIDERATIONS

OF THE COUNTY OF RIVERSIDE

for the

THERMAL RANCH SPECIFIC PLAN

FINDINGS REQUIRED UNDER
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code Section 21000 *et seq.*)

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Final EIR SCH No. 2023050624
SP No. 00401, GPA No. 2300001, CZ No. 2300003, TTM No. 38578; and
PPA Nos. 230005, 230006 and 240016

The County of Riverside has prepared an Environmental Impact Report (EIR) for the proposed Thermal Ranch Specific Plan project in compliance with the California Environmental Quality Act (CEQA; Public Resources Code Section 21000 *et seq.*) and the State CEQA Guidelines (14 California Code of Regulations Section 15000 *et seq.* as amended).

I. INTRODUCTION

The proposed project consists of applications for a Specific Plan (SP00401), General Plan Amendment (GPA No. 230001), Change of Zone (CZ2300003), Tentative Tract Map (TTM38578), and three Plot Plans (PPT230005, PPT230006, PPT240016) to establish a Specific Plan oriented around an equestrian center with supporting and ancillary residential and commercial uses.

Overall the Specific Plan proposes up to 1,362 dwelling units, 320 recreational vehicle (RV) spaces, and 285,000 square feet of commercial building area on the 619.1 acre area as follows: 223.1 acres for Equestrian Center, 194.3 acres of Very Low Density Residential, 69.5 acres of Medium High Density Residential, 18.3 acres of High Density Residential, 77.2 acres of Commercial Tourist, and 21.4 acres of Commercial Retail. The General Plan Amendment is a proposal to establish the Specific Plan within the General Plan and modify the land use designations of the General Plan to match those as proposed by the Specific Plan (SP00401).

The Change of Zone is a proposal to rezone the properties from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan. The Tentative Tract Map is a proposal for a Schedule A subdivision to subdivide the entire 619.1 gross acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential, 9 lots for 191 attached condominium units, 161 lots for small lot detached single-family, and 45 lots for various open space lots and Imperial Irrigation District (IID) substation.

Plot Plan No. 240016 is a proposal for the development plan for the 191 attached condominium units. Plot Plan No. 230005 is a proposal for Horse Park Workforce Housing on 41.3 acres that includes 500 units and 300 RV parking stalls. Plot Plan No. 230006 is a proposal for the equestrian center on 223.2 acres that includes a total of 615,689 square feet of building area for Grand VIP Barn, sixteen (16) Private Barn buildings, twenty-one (21) Large Barn buildings, two (2) Retail buildings, five (5) Retail Barn buildings, and one (1) Office building. Non-building areas include grass fields, as well as riding and holding areas for horses.

The County distributed a Notice of Preparation (NOP) to prepare a Draft EIR on May 26, 2023 for a 30-day comment period ending on June 27, 2023. The NOP included an evaluation of the environmental topics that will and will not be analyzed within the Draft EIR. The evaluation was prepared using Appendix G, Environmental Checklist Form, in the State CEQA Guidelines.

The NOP was sent to the State Clearinghouse and to all responsible and trustee agencies, and to interested parties. Two public scoping meetings were also held on-line and in-person on June 19 and July 10, 2023 to provide an opportunity for the public to learn more about the proposed development and to provide comments on the possible environmental effects the County should study. Issues raised by agencies and the public in response to the NOP were considered in the preparation of the Draft EIR. The NOP and comments received are contained in Appendix A of the EIR.

Based on the preliminary review conducted by the County and responses to the NOP, the County found that the project could have potentially significant environmental effects that should be considered in an environmental impact report for the following resources: Aesthetics, Agriculture and Forestry, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreational, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. Two CEQA analysis categories were determined to be not impacted by development of the proposed project: Mineral Resources and Wildfire. There are no permitted mining operations nor land zoned for mineral resource extraction in the project vicinity. The project area lies well outside any identified wildfire hazard zone. Nonetheless, these two analysis categories were further analyzed in the EIR.

The Draft EIR was prepared and circulated for a 45-day public review period from November 18, 2024 to January 10, 2025 (extended from January 2, 2025). The Final EIR for the project consists of the Draft EIR, revisions to the Draft EIR, a list of persons, organizations, and public agencies commenting on the Draft EIR, comments received on the Draft EIR, and responses to those comments. A copy of the Final EIR was made available for public review and provided to all parties commenting on the Draft EIR at least 10 days prior to certification.

The Final EIR identified potentially significant environmental effects related to Air Quality (expose sensitive receptors to pollutants); Biological Resources (sensitive species, movement of wildlife); Cultural Resources (unknown historical and archaeological resources, human remains); Geology and Soils (liquefaction, ground-shaking, ground subsidence, and risks related to slopes); Hazards and Hazardous Materials (release of hazardous materials, located in an ALUP or in 2 miles of a public airport); Hydrology and Water Quality (compliance with water quality or waste discharge standards, risks of erosion or siltation); Noise (consistency with established standards); and Tribal Cultural Resources (known and unknown tribal cultural resources). The Final EIR determined that the potentially significant environmental impacts have been reduced to less than significant levels with implementation of the mitigation measures and adoption of the Mitigation Monitoring and Reporting Program designed to ensure compliance with mitigation measures throughout implementation of the project, with the exception of the significant and unavoidable impacts discussed in Section II below (agricultural resources, air quality and transportation).

The Final EIR identified no impact or less than significant impacts related to Aesthetics, Energy, Greenhouse Gas Emissions, Land Use, Mineral Resources, Population and Housing, Public Services, Parks and Recreation, Utilities and Wildfire.

Public Resources Code Section 21081 and State CEQA Guidelines Section 15091 require that the County of Riverside, as lead agency for this project, prepare written findings for any identified

significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings under CEQA and the State CEQA Guidelines are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate, avoid or substantially lessen the significant effects on the environment.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR.

Pursuant to Public Resources Code Section 21081(b) and State CEQA Guidelines Section 15091(a)(3), the County finds that the project will have significant and unavoidable impacts to agricultural resources, air quality (consistency with applicable air quality plan, cumulative increase in criteria pollutants), and transportation (circulation system, plan or policy, and vehicle miles travelled) even after all feasible mitigation measures recommended in the Final EIR are implemented. The County finds that for each of the significant effects identified in the Final EIR, other than the agricultural, air quality and transportation impacts identified above, changes or alterations (mitigation measures) have been required in, or incorporated into, the project which will avoid or substantially lessen each of the significant environmental effects identified in the Final EIR. The significant effects (impacts) and mitigation measures are stated fully in the Final EIR. The rationale for this finding for each impact is discussed below.

After consideration of an EIR, the lead agency may decide whether or how to approve or carry out the project.

For purposes of CEQA and for the Findings set forth herein, the record of proceedings for the County's Findings and determinations consists of the following documents and testimony, at a minimum:

- The County's General Plan, as amended, and all environmental documents relating thereto;
- The Draft EIR for the project, including all Appendices thereto and all supporting materials referenced therein;
- The Final EIR for the project, including all comments on the Draft EIR, all responses thereto, and all supporting materials referenced therein;
- All testimony and written comments received at any public hearing relating to the project, including the June 19, 2023 public scoping meeting, the Planning Commission hearing on October 22, 2025, and the Board of Supervisor hearing on December 16, 2025;

- All reports of the County relating to the project, including reports submitted to the County by expert consultants, and all supporting materials referenced therein;

- These Findings made by the County and the Mitigation Monitoring and Reporting Program (MMRP) adopted by the County for the project;

- All final County Staff reports relating to the Draft EIR, the Final EIR and/or the project;

- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the project, the Draft EIR or the Final EIR, prepared by the County, consultants to the County, or responsible or trustee agencies, or submitted to the County prior to the close of the County Board of Supervisors hearing on the project;

- All matters of common knowledge to the County, including but not limited to the County's policies, guidelines and regulations.

The official custodian of the documents and other materials that constitute the record of proceedings is:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, California 92501
Phone: 951-955-3025
Hours: 8:00 a.m. to 5:00 p.m. Monday – Friday

Copies of all these documents, which constitute the record of proceedings upon which the County's decision is based, are, and at all relevant times have been, available upon request at the offices of the County, the custodian for such documents.

PROJECT DESCRIPTION

The project area is located in the southeastern portion of the Coachella Valley in the central unincorporated area of Riverside County. The subject property encompasses approximately one square mile with a net acreage of 622± acres. It is bounded on the north by Avenue 62, on the south by Avenue 64, on the west by Harrison Street and on the east by Tyler Street. It is located 3.7± miles west of State Highway 86 Expressway and 2 miles west of the Coachella Valley Water District (CVWD) Water Reclamation Plant No. 4 (WRP # 4). The site is also approximately 1.25 miles south of the closest runway of the Jackie Cochran Regional Airport and approximately 2.5 miles west of the Coachella Valley Stormwater Channel. The separate APN 751-020-010 is an exempt parcel under "USA" (US Bureau of Reclamation/USBR) ownership and planned for avoidance or as an owner-allowed "off-site" use area with USBR permission.

The proposed Thermal Ranch Specific Plan project is comprised of six planning areas (PAs):

Planning Area 1 - Equestrian Center

The Equestrian Center is planned as PA-1 and is comprised of 231± acres located primarily in the central portion of the project site, with an outlying area for hay and feed storage, short-term manure

storage for daily transport off-site, limited composting, and related functions to support the Equestrian Center("Back of House Functions") that extends southeast to the corner of Tyler Street and the future Avenue 64 right-of-way. Primary access for PA-1 will be from two access drives to be located on Harrison Street, one approximately 700± feet north and one 700± feet south of Avenue 63 extended. Secondary/emergency access will be from the secondary access drive on Tyler Street approximately 500 feet north of the Avenue 64 center line (see Exhibit 1-6). The Equestrian Center will include 47 barns with capacity for up to 2,700 horses and over 2.5 million square feet of riding space including eighteen (18) sand competition rings and one (1) grass competition field with highest occupancy occurring during the Coachella Valley's October through March equestrian show season. Of the overall project's 275,000± square feet of commercial space, the equestrian center portion of the project will include 75,000± square feet of event-related commercial and administrative space. The project will also provide 10,000 square feet of office space. PA-1 will include the Back of House Functions described above on 18.5± acres. Storage buildings, shade structures, sheds, storage bins, additional parking, greenhouse and a small staff building are also planned in this portion of PA-1. An electric power substation is also planned in consultation with IID in the southeast portion of PA-1. Maximum building/structure height will not exceed 65 feet and most structures in PA-1 will be 44 feet or less in height. Security, commercial, event and work area lighting will also be provided, with maximum (arena) light standard height of 65 feet.

Planning Area 2 - Estate Residential

PA-2 is comprised of 194.3± acres located in the northern-most portion of the project site, fronting on and taking primary access from Avenue 62 and will include up to 132 estate lots ranging in size from one-half acre to two acres at a density of 0.6 dwelling units per acre. One and two-story construction of up to 35 feet will be permitted as will the keeping of horses on the southernmost row of lots only, closest to the equestrian center. PA-2 will include a community recreation area with tennis and pickleball courts, gym, pool, meeting areas, club house, restaurant, spa and landscaped open space in the central portion of the planning area. These facilities are for the exclusive use of PA-2 residents and their guest.

Planning Area 3 – Detached and Attached Single-Family Residential

PA-3 is comprised of 69.5± acres on the east side of the project site with one primary and one secondary access drive from Tyler Street. PA-3 development provides up to 390 dwelling units, including detached and attached single-family units. PA-3 will have a 3.1± acre open space and recreation area (amenities area) that could include private tennis and pickleball courts, gym, pool, meeting areas and landscaped open space in the west-central portion of the planning area. These facilities are for the exclusive use of PA-3 residents and their guests. Overall density will be 5.6 dwelling units per acre, and residences of up to 40 feet in height will be permitted.

Planning Area 4 – Workforce Housing High Density Residential and RV Park

PA-4 is comprised of two sub-areas totaling 41.1± acres located at the south end of the project and bounded by Avenue 64 (unimproved). Access will be provided from Tyler Street and internal roads connected to Harrison Street. PA-4a development includes up to 500 units of modular homes on 18.3± acres envisioned for Equestrian Center workforce housing from October through March and

farmworker housing during the rest of the year. PA-4b includes up to 320 RV spaces on 22.8 acres. PA-4a provides a 0.7± acre pool and recreation area (amenities area), and on-site laundry and convenience store in the central portion of the planning area that will be accessible to residents of both the RV park and the modular home village. The RV park area (PA-4b) will be developed at a density of 14± spaces per acre. The modular workforce housing (PA-4a) densities will be up to 27.3 dwelling units per acre and building heights of up to 20 feet in height will be permitted.

Planning Area 5 – Resort Residential Complex

PA-5 is comprised of 54.4± acres located at the southwest corner of the project site and bounded on the south by the future Avenue 64 right-of-way, on the west by Harrison Street, and on the east by a major interior drive that separates PA-5 from PA-4 to the east and PA-1 to the northeast. Primary access will be from one drive on Harrison Street that is 2,100± feet north of the future Avenue 64 centerline, with secondary access from an unsignalized access drive along Harrison Street, approximately 1,900 feet north of the aforementioned primary access drive. Building heights would range from one to four-stories and a maximum height of 65 feet. Development planned for PA-5 includes: 42.1± acres with up to 340 resort condominiums (may be included in planned hotel rental pool in addition to the 150 hotel keys) at a density of 8.1 dwelling units per acre, located around a central recreational amenity area; 8.1± acre hotel site planned for up to 150 hotel keys and including pool and pool club and other recreational and open space amenities; 4.2± acres for up to 50,000 square feet of retail space.

Planning Area 6 – Commercial Village (Neighborhood-Scale Shopping Center)

PA-6 is comprised of 21.4± acres and located along the west boundary of the project site. Primary access will be from two drives on Harrison Street at the eastward extension of Avenue 63, one 700± feet north and one 700± south of Avenue 63. Buildings of up to 50 feet in height are permitted in PA-6. PA-6 provides 150,000± square feet of commercial retail, restaurants, and office space.

Off-Site Coachella Valley Water District Reservoir

An off-site 5-million-gallon (mg) domestic water reservoir is required to meet project demand and fire flows. The new reservoir will be approximately 163 feet in diameter and 38 feet in total height. The CVWD has identified the existing CVWD Middleton Reservoir 7802-1 site located 2.4± miles southwest of the project site at an elevation of 61± feet above sea level as the appropriate location for the new reservoir. The existing site currently hosts a CVWD 2.5 million tank and is planned, and has been partially improved, for multiple tanks. The existing reservoir is located behind a 25-foot earthen berm with existing access and site security. To accommodate the new 5 mg tank, the northerly portion of the existing berm will be shifted farther north approximately 35 feet. The new reservoir will connect to existing lines and no new off-site reservoir water lines will be required.

The applicant is requesting approval of the following entitlements, which if approved, would allow for and govern the development of the project site:

- General Plan Amendment - A General Plan Amendment (GPA No. 2300001) proposes to change the General Plan Foundation Component from "Agriculture" to "Community Development". The GPA also proposes to change the General Plan land use designation

from "Agriculture" to a set of five land use categories, including "Tourist Commercial" (CT), "Low Density Residential" (LDR), "Medium Density Residential" (MDR), High Density Residential (HDR), and "Commercial Retail" (CR). Finally, the GPA addresses the deletion of two Circulation Element trail segments delineated within the central portion of the subject property.

- Change of Zone - The proposed Change of Zone (CZ No. 2300003) will revise the existing zoning of "Heavy Agriculture-10 acre Min. Lot Size" (A-2-10) and "Controlled Development Area" (W-2) to the Thermal Ranch Specific Plan.

- Specific Plan - Approval of the Thermal Ranch Specific Plan (SP No. 00401) creates a unique and diverse mixed-use resort residential community centered around a world-class equestrian center, providing a wide range of residential neighborhoods and product, and resort and neighborhood-serving commercial services. The Specific Plan will ensure that the development of this mix of uses and site amenities is implemented through the overarching and planning area-specific development standards and design guidelines set forth in the Thermal Ranch Specific Plan. It is also intended to ensure quality development consistent with the goals, objectives, and policies of the County of Riverside General Plan.

- Tentative Tract Map - The Tentative Tract Map (TTM No. 38578) will subdivide the property into large parcels and PA-2 (Estate Residential) into 132 individual lots and PA-3 into 390 single-family lots.

- Plot Plans – Three Plot Plans (No.s 230005, 230006 and 240016) will allow development to commence at the equestrian center and workforce housing and RV park (PA1 and PA-4a and b) following approval of the Specific Plan and the related applications.

PROJECT COMPONENTS

The project build out components include:

- Horse Park
  231± acres with an outlying area for Back of House Functions, described below
  - The Equestrian Center will include 47 barns with capacity for up to 2,700 horses and over 2.5 million square feet of riding space including 18 sand competition rings and one (1) grass competition field
  - Highest occupancy occurring during the Coachella Valley's October through March equestrian show season
  - Back of House Functions include
    - Storage buildings
    - Shade structures
    - Sheds
    - Storage bins
    - Additional parking
    - Greenhouse
    - Small staff building
    - 10,000 square-foot office space

- 75,000± square feet of the project's 275,000± square feet of commercial space will include event-related commercial and administrative space
- Electric power substation in consultation with Imperial Irrigation District (IID)

- 132 Estate Lots
  - Lots range in size from one-half acre to two acres at a density of 0.6 dwelling units per acre
  - Includes community recreation area with tennis and pickleball courts, gym, pool, meeting areas, club house, restaurant, spa and landscaped open space for the exclusive use of residents and their guests

- 390 Detached and Attached Single-Family Residential
  - Overall density will be 5.6 dwelling units per acre
  - Includes 3.1± acre open space and recreation area that could include private tennis and pickleball courts, gym, pool, meeting areas and landscaped open space for the exclusive use of these residents and their guests

- 300-500 Workforce Cottages and RV Park
  - up to 500 units of modular homes on 18.3± acres (density up to 27.3 dwelling units per acre) envisioned for workforce housing from October through March and farmworker housing during the rest of the year
  - up to 320 RV spaces on 22.8 acres with a density of 14± spaces per acre
  - pool and recreation area, on-site laundry and convenience store for residents of the RV park and the modular home village

- 340 resort condominiums at a density of 8.1 dwelling units per acre

- 150-key hotel including pool, pool club and other recreational and open space amenities

- 50,000 square feet of resort-serving retail space

- 150,000± square feet of commercial retail, restaurants, and office space

- Off-Site CVWD Reservoir
  - 5-million gallon domestic water reservoir to meet project demand and fire flows
  - 163 feet in diameter and 38 feet in height

PROJECT CONSTRUCTION

The Thermal Ranch Specific Plan will be implemented in two phases: Phase I will involve construction of PA-1 (Equestrian Center) and PA-4 (RV Park & Workforce Housing) to be completed in 2026. Phase 2 will involve PAs-2, 3, 5 and 6 with completion scheduled for 2032.

RESPONSIBLE AGENCIES

The following are the responsible agencies which may rely on the Final EIR for their discretionary approvals required to implement the project:

Imperial Irrigation District

Approval or certification related to any other applicable general order, rule, or regulation concerning utility modification, conveyance, or delivery.

Coachella Valley Water District

Review and approval of the design and plans for the project's domestic water and wastewater systems; approval and acceptance of off-site water storage reservoir.

California Regional Water Quality Control Board (Colorado River Basin)

Approval may include but is not limited to: (1) General Construction Permit; and (2) Stormwater Pollution Prevention Plan (SWPPP).

PROJECT OBJECTIVES

The project has the following objectives:

1. Develop a high-quality master planned equestrian community and world-class equestrian center that will ensure equestrian sports continue to exist in the Thermal area.

2. Develop an integrated community that allows equestrians, residents, and workers to live, work, and recreate within the project and enjoy the equestrian lifestyle.

3. Develop a thoughtfully planned and integrated project to allow for a variety of uses including but not limited to residential, neighborhood and tourist commercial uses that compliment and support the equestrian center.

4. Create a thriving equestrian community by providing a variety of housing options including estate residences, traditional single-family homes (attached and detached), modular homes, and RV park. The many housing options will promote housing diversity within the project and provide housing for people working or otherwise associated with the equestrian center.

5. Provide a comprehensive land use plan that establishes development standards, land use regulations, and programs to guide the orderly transition/development of the property and enhances connectivity with the surrounding community.

6. Provide a commercial center with amenities for residents and visitors of the project and the surrounding communities. The commercial center will have store fronts for grocery, restaurants, and other retailers or service providers including enhancing access to fresh food choices.

7. Accommodate phasing that provides for multi-year project development in an orderly and environmentally efficient manner.

8. Provide flexible development regulations that allow future projects to be entitled quickly and easily in response to market demand and evolving design needs.

9. Establish design guidelines, development regulations, use standards and procedures that result in cohesive and attractive landscape and architectural treatments.

10. Provide a safe and efficient circulation system.

11. Provide a safe and efficient network of golf-cart and pedestrian paths.

12. Provide water, sewer, drainage systems and other utilities to adequately service the project and enhance such infrastructure in the Thermal and Oasis area to help promote housing and economic development opportunities in the surrounding communities.

13. Promote quality development consistent with the goals and policies of the County of Riverside General Plan.

II. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section identifies the significant unavoidable impacts that require a Statement of Overriding Considerations to be issued by the County upon approval of the project. Based on the analysis contained in the Final EIR, the following impacts to agriculture, air quality and transportation have been determined to be significant and unavoidable, after all feasible mitigation measures have been considered and adopted. These unavoidable impacts are overridden by the project benefits.

Pursuant to Section 21081 of the Public Resources Code and Section 15091(a)(3) of the State CEQA Guidelines, the County of Riverside finds that, for each of the following significant effects, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid these significant effects on the environment to the maximum extent feasible. Nevertheless, the County of Riverside further finds that for each of the significant effects, specific economic, legal, social, technological, or other considerations as more fully described in Section VII below, which is hereby incorporated by this reference, make infeasible further mitigation measures or alternatives identified in the Final EIR. These findings are explained below and are supported by substantial evidence in the record of proceedings.

AGRICULTURE AND FORESTRY RESOURCES

Conversion of Farmland

Approximately 91.5 percent of the project site, or 568.30 acres, is designated as Prime Farmland. The remaining 52.59 acres in the southwestern corner of the site is designated as Farmland of Statewide Importance. The subject property is in active cultivation and has been for several decades. Development of the proposed project would convert the entire 619.1±-acre site from Prime Farmland and Farmland of Statewide Importance to non-agricultural uses such as residential and commercial development, that conflict with the current agricultural use. Project impacts to prime farmlands and those of statewide importance would be significant.

Conflict with Zoning or Williamson Act

The subject property is not subject to a Williamson Act contract, nor is it within a Riverside County Agricultural Reserve. The nearest property under a Williamson Act contract is one mile east of the

project site. The project will not conflict with land subject to a Williamson Act contract or lands located within a Riverside County Agricultural Preserve, however, the proposed project would conflict with the site's existing agricultural zoning. Impacts related to conflicts with existing agricultural zoning and use would therefore be significant.

Other changes in the existing environment resulting in conversion of Farmland.

As evaluated in detail in the Draft EIR, the proposed project would remove 619± acres from agricultural land use and zoning and, with development, would cease farming activities on this site. Development of the project would not directly affect surrounding agricultural lands. The project site encompasses a section of land bounded and isolated by existing and future arterial roadways. Nonetheless, ongoing urban development in the area could induce or encourage other land conversions.

Domestic water and sewer service is already located adjacent to the project site. The project proposes utility infrastructure improvements, including the extension of a natural gas lines to the site and construction of a power substation. These improvements to utilities could facilitate further development in the project vicinity. The proposed project would therefore result in both the direct conversion of the subject property to nonagricultural use and could indirectly induce the conversion of agricultural lands to non-agricultural use by facilitating further urban development in the area. Impacts would therefore be significant.

The off-site 5-million-gallon domestic water reservoir is required to meet project demand and fire flows. The new reservoir will be constructed on an existing reservoir site currently hosting a CVWD 2.5 million tank and planned for multiple tanks. The existing reservoir site is graded and located behind an earthen berm with existing access and site security. The new reservoir will require the shifting of the existing earthen berm 35± feet farther north to accommodate the new reservoir, which will connect to existing lines. There will be no impacts to agricultural lands as a result of the future reservoir's construction.

Mitigation Measures:

The project considered potential mitigation measures including the California Department of Conservation recommendation regarding agricultural conservation easements; however any such mitigation measure is infeasible and unlikely to substantially lessen or avoid the project's significant impacts to agricultural resources.

Finding:

The County of Riverside Board of Supervisors finds direct impacts to prime farmlands and those of statewide importance. Pursuant to Section 21081 of the Public Resources Code and Section 15091(a)(3) of the State CEQA Guidelines, the County finds that for this significant effect, the conversion of agricultural land caused by this project would be consistent with the 7% limit on such conversions previously adopted by the County and the previously approved conversion of agricultural land in the immediate vicinity of the project, and for this reason, finds that specific economic, legal, social, technological, or other considerations, including the need for housing and further economic development opportunities in the project location make infeasible the mitigation measures or alternatives, if any, identified in the Final EIR. In fact, the EIR did not identify any

mitigation measures other than requiring agricultural easements over other land and the County finds that this is infeasible for policy reasons, and would not be effective as further described below.

The County also finds that the EIR did not identify any project alternative that would reduce the project's unavoidable impact to agricultural resources except the no project alternative, which is inconsistent with the County's General Plan and deemed unacceptable by the Board of Supervisors, as explained in more detail in Section VII below.

Furthermore, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, outweigh the significant effects on the environment, as more fully described in Section VIII below, which is hereby incorporated by this reference. These findings are further explained below and are supported by substantial evidence in the record of proceedings.

Facts in Support of Finding:

Conversion of Farmland

The subject site is a high-quality agricultural resource based on the soil quality, the size of the site, the reliability of the water supply, and the presence of adjacent agricultural lands. Mitigation measures, such as preserving other agricultural land, would not change the fact that the project would result in the conversion of 619.1-acres of quality agricultural land to urban and other non-agricultural uses. While the Draft EIR determined that the project could have significant impacts related to the conversion of farmland to non-agricultural uses, additional factors should be taken into consideration. The area around the project site has been in use for agriculture for several decades, however, over the past two decades the area has been undergoing a shift towards increasing urbanization. Most of the lands to the east and north of the subject site have already undergone an entitlements process for the development of residential and commercial land uses on what was agricultural land. Properties to the west of the site have land use and zoning designations for future residential uses. As these changes in land use occur in the project's immediate vicinity, the best use of the property would shift towards urban and built-up uses that would serve the community's need for housing, infrastructure, and commercial amenities. The site is sufficiently serviced by existing utilities to support urban development.

Also of note is the increasing water scarcity facing regions dependent on Colorado River water. As climate change and other factors have put an increasing strain on water supplies, agriculture remains the largest consumer of water in California. While commercial agricultural production on the subject site has senior water rights to Colorado River water, additional efforts to reduce water consumption across the board will likely be required in the near future. As discussed in the Water Supply Assessment prepared for the project, the current agricultural operation on-site uses approximately 2,000 acre-feet of water per year (AFY). The proposed development is projected to use approximately 1,754 AFY. Accordingly, for the policy reasons described above, the County finds that requiring the long-term preservation of agriculture on the project site, or requiring the permanent preservation of an equivalent amount of agricultural land elsewhere, is not in the best interests of the County or its residents, nor in the best interests of the environment.

Conflict with Zoning or Williamson Act.

The project will not conflict with land subject to a Williamson Act contract or lands located within a Riverside County Agricultural Preserve, however, the proposed project would conflict with the site's existing agricultural zoning. The entire project site is currently designated as "Agriculture" in the General Plan Land Use Foundation Element. The project includes a General Plan Amendment that would change the General Plan Foundation Element designation to "Community Development", with which the proposed project would be consistent. Most (±75%) of the project site is zoned as "Heavy Agriculture", with the westerly most portion of the project site (±25%) adjacent to Harrison Street zoned as "Controlled Development Area" (W-2). The project also includes a Change of Zone that will change the entire site to non-agricultural zoning as set forth in the proposed Specific Plan. This Change of Zone will make the Project consistent with the zoning of the site, and consistent with the zoning of the surrounding properties, and therefore, the Project is not considered similar to be in conflict with applicable zoning.

Other changes in the existing environment resulting in conversion of Farmland.

Development of the project would not directly affect surrounding agricultural lands as the project site encompasses a section of land bounded and isolated by existing and future arterial roadways. Domestic water and sewer service is already located adjacent to the project site. Ongoing urban development in the area could induce or encourage other land conversions. The project proposes utility infrastructure improvements, including the extension of natural gas lines to the site and construction of a power substation. These improvements to utilities could facilitate further development in the project vicinity; however, the project is not the first to propose conversion of agricultural lands in this area of the valley. The already approved Kohl Ranch Specific Plan, once built out, will convert more than 2,200 acres to urban uses, some of which is adjacent to the subject site to the north and east. County land use and zoning designations for urban uses are also in place on approximately 320 acres located immediately west of the subject property and south of Ave 62. The section to the south is located in the Torres Martinez Reservation is zoned for agriculture on the east half and "Controlled Development" on the west half. While these lands were once in cultivation, they have been largely vacant for many years.

Infeasibility of Mitigation Measures.

The County finds that requiring an agricultural easement over an equal number of acres of agricultural land would not be effective or feasible mitigation for the following reasons:

- Permanently preserving agricultural land elsewhere in the County will not reduce or avoid conversion of the 619.1±-acres of the project site currently used for agricultural production; and therefore, would not be effective at mitigating the conversion of agricultural resources to a less-than-significant level.

- Adding a requirement to purchase an easement on other property, restricting its use for agricultural production will add a significant cost to the project that may or may not be financially feasible. Moreover, the County has determined that imposing such an additional burden on projects that provide needed housing, jobs, and infrastructure in this portion of the County is unacceptable on policy grounds.

- Adding a requirement to purchase an easement on other property that requires it to remain in agricultural production has implications on the use of Colorado River water and/or groundwater pumping that the County finds unacceptable. CVWD has notified the property owner that no imported water will be provided to the subject property for at least the coming two years, further bringing into question the viability of farming on these and other farmlands in the project area.

- The County of Riverside recognizes that the project site and surrounding lands are in transition from agricultural to urban uses and that such conversion is needed in the East Coachella Valley Area Plan (ECVAP) area to address the significant demand for housing and commercial and other services, and to support the County's recently established Enhanced Infrastructure Financing District (EIFD), which encompasses the subject and other lands in the project area.

- The adopted 2015 County General Plan Final EIR further addresses the impacts of farmland conversions and states, in part, "*in order to ensure the reduction of potential impacts to agricultural resources within the County, several policies are proposed within GPA No. 960 including a number of protections for farmlands and their operations.*" And "*Several policies and existing ordinances provide future protections for farmland resources within the County. These policies include the incorporation of agricultural land conservation (Policy OS 7.3), allowance of accessory agricultural uses on designated agricultural land (Policy OS 7.5), and agricultural incentive programs including tax incentives to increase the viability of agricultural uses (Policy LU 20.1).*" Finally, in its response to referenced comment 3.3, the County recognized that "*even with the incorporation of the proposed policies related to agricultural resources within GPA No. 960 and existing ordinances, impacts that will occur as a result of GPA No. 960 will remain significant and unavoidable for agricultural resources.*"

- The County General Plan allows for the conversion of up to 7% of all land designated as Agriculture to other Foundation and land use designations during each 2.5-year cycle, which reflects the County's balancing of the policy favoring the preservation of agricultural resources with the policies favoring additional housing and economic development. The Project is consistent with this policy determination. Imposing an additional requirement of preserving agricultural land through conservation easements would undermine the careful balancing of interests reflected in the County's General Plan and, therefore, is rejected by the County as infeasible on policy grounds.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to the conversion of agricultural lands, including Comments C-10 and C-11 (which is a letter from SWAPE attached as Exhibit A to Comment letter C), as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments C-7, C-8, C-17 and D-2 (letters submitted on October 21, 2025 on behalf of CARE California and SAFER). The Board of Supervisors finds that these comments lack merit and fail to provide feasible mitigation measures, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-10 and C-11 and Supplemental Responses C-7, C-8, C-17, and D-2 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings,

analysis and conclusions regarding impacts to agricultural lands. Specifically, the Board of Supervisors finds that requiring a conservation easement over other farmlands in the valley would not have the effect of fully mitigating for the conversion of the subject property to non-agricultural uses and is deemed unacceptable because (i) it ignores the careful balancing of interests reflected in the County general Plan, (ii) it imposes unacceptable burdens on the development and creation of needed housing, jobs, and infrastructure in this portion of the County, and (iii) would effectively mandate extensive use of water resources that are scarce and need to be managed by the responsible public agencies, not through the imposition of agricultural easements.

The conversion of agricultural lands to non-agricultural uses is a significant impact; however, other forces including long-term drought are adversely affecting farming across the region as noted in Section 2.4.7 of the Draft EIR. These facts support the conclusion of the County Board of Supervisors that requiring agricultural conservation easements as mitigation is infeasible for policy reasons (not just economic reasons), as well as being insufficient to substantially reduce the project's impacts to a level of less than significant.

AIR QUALITY

Consistency with implementation of applicable air quality plans and standards

The proposed project will generate air pollutants during both the construction and operational phases. South Coast Air Quality Management District (SCAQMD) violations would occur if regional or localized significance thresholds were exceeded.

The project site is located within the Riverside County portion of the Salton Sea Air Basin, also known as the Coachella Valley planning area. The Coachella Valley is within the jurisdiction of the SCAQMD, which is responsible for monitoring criteria air pollutant concentrations and establishing management policies for the South Coast Air Basin as well as the Coachella Valley. All development within the Coachella Valley, including the proposed project, is subject to the provisions of the 2022 Air Quality Management Plan (2022 AQMP) as well as the 2003 Coachella Valley PM10 State Implementation Plan (2003 SIP). The Coachella Valley is designated as a serious non-attainment area for PM10 and thus subject to the regulations in the 2003 SIP as well as the rules and regulations imposed by the SCAQMD, including Rule 403.1, which governs fugitive dust emissions from construction within the Coachella Valley. Development resulting from the proposed project would also be required to adhere to the County General Plan policies designed to reduce air quality impacts.

Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for CO, NOX, PM10 or PM2.5. The project-generated emissions will not exceed SCAQMD thresholds for SOx, PM10, or PM2.5 during operations, with implementation of feasible mitigation measures. However, daily emissions during project operations will exceed the SCAQMD thresholds for carbon monoxide (CO), nitrogen oxides (NOx), and reactive organic gases (ROG). These emissions projections represent worst-case conditions, and actual emissions may be lower than projected.

Current emissions control technologies, including catalytic converters, have reduced but not yet eliminated ROG, NOx and CO emissions. Driver-implemented actions to further reduce CO and

Nox emissions include using higher octane fuels, changing oil and air filters more frequently, and driving on properly inflated tires; however, these involve personal choices and their implementation cannot be assured. Considering that the identified mitigation measures that could further substantially reduce these emissions cannot confidently be enforced or quantified for mobile and area sources of operational emissions associated with the project, the resulting air quality impacts are conservatively considered significant and unavoidable.

Finding

Pursuant to Section 21081 of the Public Resources Code and Section 15091(a)(3) of the State CEQA Guidelines, the Board of Supervisors for the County of Riverside finds that the project has the potential to conflict with or obstruct the implementation of applicable air quality plans, however, the project will comply with General Plan air quality policies and SCAQMD rules and regulations, and for this reason, finds that specific economic, legal, social, technological, or other considerations, including the need for housing and further economic development opportunities in the project location make infeasible the mitigation measures or alternatives, if any, identified in the Final EIR. The project will comply with the Title 24 requirements for the provision of photovoltaic systems on new single and multifamily residential buildings and on most new commercial buildings, and as required by the Riverside County CAP Update, it will generate on-site renewable energy providing at least 20% of energy demand for commercial, office, industrial, and multi-family development, and at least 30% of energy demand for single-family residential development. However, the EIR did not identify any mitigation measures that the County can require to be successfully implemented that would further substantially reduce or avoid this air quality impact, and the County finds that the personal choices described above that could further reduce project emissions cannot be effectively enforced by the County and are thus considered infeasible.

The County also finds that although the EIR identified two project alternatives that would further reduce the project's unavoidable impact by exceeding SCQAMD's daily emission thresholds of CO, NOx and ROG, these alternatives are inconsistent with the project objectives and deemed unacceptable by the Board of Supervisors, as explained in more detail in Section VII below.

Furthermore, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, and providing needed housing, jobs and infrastructure, substantially outweigh the significant effects on the environment, as more fully described in Section VIII below, which is hereby incorporated by this reference. These findings are further explained below and are supported by substantial evidence in the record of proceedings.

Facts in Support of Finding

Given that the project proposes a General Plan Amendment and a Change of Zone to develop a mixed use community on an agricultural site, the resulting intensification of residential and commercial uses will make a substantial contribution to unincorporated County growth. Although this growth would occur in the ECVAP planning area, where real growth has been significantly slower than was projected to occur between 2010 and 2020, the population growth resulting from

the project would not have been accounted for during the development of the Southern California Association of Governments (SCAG) 2020-20245 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecasts; and as a result, the project could contribute to the County's possible exceedance of the growth planned for in the development of SCAQMD's plans.

While increases in population are generally correlated with increased levels of air pollutant emissions, State laws and regional policies pertaining to air quality, in combination with proper land use planning, adherence to the Title 24 building and energy codes, and increased opportunities for alternative modes of transportation, are intended to remove the direct correlation between population growth and air quality impacts. As a result, the population growth county-wide in unincorporated Riverside County potentially resulting from the project would not necessarily conflict with or obstruct implementation of future Air Quality Management Plans. However, despite compliance with General Plan air quality policies and SCAQMD rules and regulations, the proposed project still has the potential to conflict with or obstruct the implementation of currently applicable air quality plans.

The project-generated emissions will not exceed SCAQMD thresholds for SOx, PM10, or PM2.5 during operations, with implementation of feasible mitigation measures. Approximately 54% of the projected ROG (also known as volatile organic compounds or VOC) emissions are from area sources, which may be the result of the reapplication of architectural coatings, as well as the use of consumer products such as cleaning supplies and kitchen aerosols, and the operation of landscaping equipment. The use of low-VOC architectural coatings is already regulated in the project area by SCAQMD Rule 113, which are considered to mitigate such emissions from architectural coatings to the maximum extent feasible.

ROG/VOC emissions associated with consumer products and landscaping equipment are difficult to effectively mitigate because they are largely dependent on the choices of individual consumers, tenants, and property-owners, except to the extent such emissions are reduced through future technological advances and/or state or federal legislation, all of which is outside the control of the project applicant and the County and thus is not considered feasible mitigation. While mitigation measures for area emissions of ROG/VOC have been provided, these measures cannot be enforced, and the associated emissions reductions cannot be assured or quantified.

Approximately 80% of CO emissions, 83% of NOx emissions, and 45% of ROG emissions associated with project operations are from mobile sources, resulting in part from the large quantity of daily vehicle trips that the project is projected to produce during the peak October to April equestrian competition season. Mobile source emissions would be reduced through the reduction of vehicle miles traveled (VMT) associated with the project, for example, the project incorporates an extensive internal multi-modal trail network that is intended to enhance onsite connectivity for golf carts, bicycles and pedestrians, thereby reducing the need for vehicle trips within the property. The proposed development also provides a complementary mix of land uses and has been designed to maximize on-site connectivity and alternative modes of travel. However, the project's relatively rural location makes carpooling and public transportation options infeasible as mitigation. VMTs associated with the project have therefore been reduced to the maximum extent feasible, and there are no feasible, quantifiable or enforceable ways to further mitigate for CO, NOx and ROG emissions that are directly linked to land use-based vehicle trip rates. Although, such mobile source

emissions are likely to be reduced over time as electric vehicles continue to grow in prevalence and regulatory restrictions on such emissions are further strengthened, this impact is considered significant and unavoidable because the emissions cannot feasibly be reduced below the applicable thresholds at this time.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to emissions of CO, ROG, and NOX, including Comments C-7, C-16 through -18, and C-22 (which is a letter from SWAPE attached as Exhibit A to Comment letter C). The Board of Supervisors finds that these comments lack merit and fail to provide feasible mitigation measures, beyond what is described above and in the Draft EIR, and fail to disclose any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-7, C-16 through -18, and C-22 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding air quality.

Operational Emissions: Cumulative Contribution – Non-Attainment Criteria Pollutants

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. The Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM10 and ozone. Any development resulting in emissions of PM10, ozone, or ozone precursors will, to some extent, contribute to existing regional non-attainment. The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants. The project is located in a non-attainment area for PM10, as well ozone, for which precursors include CO, NOx, and ROG. As shown in Tables 2.5-7 and 2.5-8 of the Draft EIR, the project's emissions of PM10 are projected to be below the SCAQMD thresholds for project-specific impacts. However, the project's operational emissions of CO, NOx and ROG are expected to exceed the District's project-specific thresholds.

Mitigation Measures:

To mitigate potential project specific and cumulative air quality impacts regarding criteria pollutants during operation of the project, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

AQ-3 Title 24 Compliance

All building construction shall comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.

AQ-4 Operational Dust Control Plan

The project proponent shall prepare and implement an operational Fugitive Dust Control Plan for the proposed equestrian center (Planning Area 1) consistent with the recommendations in

SCAQMD Rule 403, including Table 4 therein. The plan shall effectively reduce particulate matter emissions associated with the equestrian center, including the application of dust suppressants to disturbed or unpaved surfaces.

AQ-5 Landscape Maintenance

Electric landscape maintenance equipment, including leaf blowers and lawn mowers, shall be used on-site to the greatest extent practicable.

AQ-6 Cleaning Products

Water-based or low VOC cleaning products shall be used on-site to the greatest extent practicable.

AQ-7 Recycling Programs

All future development shall participate in a recycling program to reduce the amount of solid waste disposed of in landfills.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for the significant air quality effects related to criteria pollutants during project operation described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, however, the County finds that all such effects will be significant and unavoidable even with implementation of mitigation measures AQ-3 through AQ-7, as described and recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval. Pursuant to Section 21081 of the Public Resources Code and Section 15091(a)(3) of the State CEQA Guidelines, the County of Riverside finds that specific economic, legal, social, technological, or other considerations, including the need for housing and further economic development opportunities in the project location make infeasible further mitigation measures.

The County also finds that although the EIR identified two project alternatives that would reduce the project's unavoidable impact, these alternatives are inconsistent with the project objectives and deemed unacceptable by the Board of Supervisors, as explained in more detail in Section VII below.

Furthermore, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, outweigh the significant effects on the environment, as more fully described in Section VIII below, which is hereby incorporated by this reference. These findings are further explained below and are supported by substantial evidence in the record of proceedings.

Facts in Support of Finding:

Mitigation Measure AQ-3 requires all future development to comply with current state energy and/or green building codes. Mitigation measures AQ-4 through AQ-7 are intended to improve operational air emissions. AQ-4 is intended to further reduce operational emissions of fugitive dust (PM10 and PM2.5), despite the determination that these criteria pollutants will not exceed the SCAQMD threshold. AQ-5 and AQ-6 are intended to reduce area emissions of ROG. AQ-7 is intended to reduce the amount of pollutants emitted from the production of new materials while preserving raw materials through recycling. There are no feasible, quantifiable or enforceable ways to further mitigate for CO, NOx and ROG emissions from vehicle trips and, with respect to area emissions of ROG, for the elective use of consumer products. Therefore, operational impacts will continue to exceed CO, NOx and ROG emissions, and impacts will be significant and unavoidable.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to emissions of CO, ROG, and NOX, including Comments C-7, C-22 (which is a letter from SWAPE attached as Exhibit A to Comment letter C), as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments C-3, C-4, C-5, C-6, and D-1 (letters submitted on October 21, 2025 on behalf of CARE CA and SAFER). The Board of Supervisors finds that these comments lack merit and fail to provide feasible mitigation measures, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR, Final EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-7 and C-22 and Supplemental Responses C-3, C-4, C-5, C-6, and D-1 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding air quality.

TRANSPORTATION

Consistency with a circulation system plan or policy.

The proposed project would contribute its fair share to the construction of roadway and intersection improvements in accordance with the standards, classifications and policies established by the County in the General Plan Circulation Element. For all phases of development and for Horizon Year 2045, all intersections would operate at LOS D or better. One area of potential conflict is with the LOS C operating standard established for the planning area in the Circulation Element.

General Plan LOS Policies

The County General Plan identifies differing target levels of service (operational LOS), with LOS D being the most common. However, Circulation Element Policy C 2.1 sets forth alternative LOS targets for different geographic locations, including the area encompassed in the ECVAP where the target LOS is C. The project could be considered inconsistent with the County's level of service target in the ECVAP of LOS C required under General Plan Policy C 2.1. The County General Plan (Policy C 2.1) allows the Board of Supervisors to make findings and approve development projects even in instances where the target LOS is exceeded if the project has overriding benefits such as generating new jobs in a local area, providing transportation improvements that otherwise would not be constructed, enhancing non-motorized transportation systems, or providing other unique benefits to the County which outweigh the traffic deficiencies associated with LOS D

operations. Here, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, outweigh the significant effects on the environment. With this finding, the project would be consistent with the applicable General Plan policies, and impacts under CEQA would be less than significant.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for the potentially significant transportation impacts related to consistency with County Policy C 2.1 described above and further discussed in the Final EIR, all such effects will be less than significant due to the finding of overriding economic benefits described above.

Nevertheless, given the similarities between the County's Policy C 2.1, and the standard for finding CEQA impacts to be significant and unavoidable, the County also finds that to the extent this impact is considered significant under CEQA, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, outweigh the significant effects on the environment, as more fully described in Section VIII below, which is hereby incorporated by this reference. These findings are further explained below and are supported by substantial evidence in the record of proceedings.

Facts in Support of Finding:

Without substantial additional rights of way and roadway and intersection improvements, and beyond those improvements set forth in Draft EIR Section 2.19.7 and Appendix K, the project would potentially conflict with General Plan Circulation Element Policy C 2.1, which requires that in the ECVAP and elsewhere intersections on General Plan roads operate at LOS C or better.

However, based on the numerous benefits that will result from development of the proposed project, the Board of Supervisors finds that the project's projected LOS D impacts to be acceptable and consistent with all applicable LOS policies. Therefore, potential project impacts to LOS policy are determined to be less than significant.

Consistency with §15064.3(b).

CEQA Guidelines Section 15064.3 states that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts; 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Based on the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), the County of Riverside adopted their Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020). The project's residential land uses and hotel were found to meet available map-based and local essential services screening thresholds, respectively, but the equestrian center and retail commercial uses were not found to meet available screening thresholds and, therefore, a comprehensive VMT analysis was performed for the full

project. Due to the project's VMT exceedance, the project would have unavoidable significant impacts with respect to County VMTs.

Mitigation Measures:

The project has been determined to be inconsistent with and to exceed the threshold for vehicle miles traveled (VMT) primarily due to its location along the edge of the urbanizing patterns in the area, although the project's net contribution to county-wide VMT is expected to go down over time. The project incorporates the county-recommended design features to reduce project VMT to the extent feasible, including a complementary mix of land uses, an extensive network of multi-modal paths to facilitate travel by walking, bicycle and golf cart throughout the project. These have been considered when calculating the project's VMTs.

Other mitigation measures that the County recognizes as VMT-reducing were also considered, including future transit stops adjacent to the site; however, the timely incorporation of such stops into the SunLine Transit routes could be several years away and cannot therefore be counted against the project's VMT generation. No additional mitigation is feasible for the reasons explained herein and in the Final EIR.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for the significant transportation impacts related to consistency with §15064.3(b) described above and further discussed in the Final EIR, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR, and further finds that all such effects will be significant and unavoidable even with incorporation of recommended trip and VMT-reducing design features, as the project will increase total County vehicle miles travelled, and therefore, is considered to conflict and be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The County also finds that although the EIR identified two project alternatives that would reduce the project's unavoidable impact, these alternatives are inconsistent with the project objectives and deemed unacceptable by the Board of Supervisors, as explained in more detail in Section VII below.

Furthermore, the County finds that specific overriding economic, legal, social, technological or other benefits of the project, including but not limited to generating transient occupancy and sales tax revenues to enhance the County's economic base and ensure its long-term financial stability, outweigh the significant effects on the environment, as more fully described in Section VIII below, which is hereby incorporated by this reference. These findings are further explained below and are supported by substantial evidence in the record of proceedings.

Facts in Support of Finding:

Project VMT was calculated using the Riverside Transportation Analysis Model (RIVTAM). County Guidelines identify RIVTAM and RIVCOM (Riverside County Model) as the appropriate tool for conducting VMT analysis for land development projects. However, RIVTAM is currently

preferred until RIVCOM is accepted by Riverside County. RIVTAM estimates VMTs as it considers interaction between different land uses based on socioeconomic data such as population, households, and employment. The methodology applied is commonly referred to as "boundary method" and includes the total VMT for all vehicle trips with one or both trip ends within a specific geographic area. The "boundary method" VMT analysis for the proposed project is shown on Table 2.19-4 in the Draft EIR. The Riverside County area VMT With Project employment is compared to Without Project conditions to determine whether there is a significant impact using the boundary method.

As Table 2.19-1 of the Draft EIR indicates, the project will generate a net increase in countywide VMTs of 31,389. Any net increase is considered or may be considered a significant impact under Section 15064.3(b) of the CEQA Guidelines. The net increase in VMTs is, in part, a consequence of the currently low and dispersed level of urban development and availability of urban services in the project area. As lands in the area continue to buildout their underlying urban land use designations, distances to jobs and commercial and other services will become shorter. By 2040 development of surrounding and nearby urban uses are projected to reduce the project's net effect by 37 percent.

For large projects such as general plans or specific plans, most effective VMT mitigation measures focus on the project's density and land use mix, site design, regional policies, and availability of transit, bicycle, and pedestrian facilities. County Guidelines identify master planned communities with design and land-use diversity that encourage intra-community travel as an important method of reducing a project's VMTs. The proposed project incorporates a variety of design elements that serve to address and reduce the number of trips generated, and the mode and distance of travel. The potential efficacy of these "transportation demand management" (TDM) strategies were evaluated using the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021). The County Transportation Analysis Guidelines also set forth potentially mitigating TDM measures.

The project equestrian center (PA-1) will provide an extensive internal, non-motorized network of horse trails and golf cart/walking and bicycling paths to limit and control vehicular/horse interactions. Other than golf carts, motor vehicles are prohibited inside the equestrian center except those needed for deliveries, maintenance and emergency purposes. Parking fields are provided at the periphery of the equestrian center so visitors can park and walk into the equestrian center to attend show events.

The project also provides a mix of residential neighborhoods that surround the equestrian center, including single-family homes (attached and detached), large rural estate lots, seasonal and year-round workforce housing, and RV park facilities, providing a variety of housing options and neighborhoods within the Thermal Ranch community. Each of these neighborhoods is planned with direct connections to the project-wide golf cart/bicycle/walking paths, allowing residents to fully access the center's amenities, services, and events using golf carts instead of conventional automobiles.

The golf cart accommodations, together with internal pedestrian and bicycle infrastructure for travelers between the residential areas, retail, horse park, and hotel uses are anticipated to potentially reduce VMTs by approximately 2.0%. Other project measures are also recognized to

reduce a project's VMT, including, where applicable, parking management strategies, transit stops and transit re-routing, employee trip reduction and ride-share programs, and on-site childcare. Due to the current relative isolation of the project site, most of these measures cannot be effectively implemented in the near-term. However, over time and as the planning area continues to buildout, these and other measures may be practicable that further reduce project VMTs.

Despite the application of design measures, nonetheless, a strict and conservative application of the net increase threshold in VMTs indicates that the project will have a significant and unmitigable impact on County VMTs.

III. FINDINGS REGARDING POTENTIALLY SIGNIFICANT IMPACTS WHICH ARE AVOIDED OR MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County finds that, for each of the following significant effects identified in the Final EIR, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the identified significant effects on the environment, and further finds that all such effects will be mitigated to less than significant levels. The significant effects and mitigation measures are stated fully in the Final EIR and each of the mitigation measures have been imposed on the project and are enforceable pursuant to the MMRP and project conditions. These findings are explained below and are supported by substantial evidence in the record of proceedings.

AESTHETICS

Effects to the Visual Character or Quality of the Site

The project will change the visual character of the site from agricultural use and largely undeveloped open space to an equestrian-oriented, resort residential community. Over the past three decades, an urbanizing pattern of land uses has been encroaching into the area and most notably includes existing and future development associated with the approved Kohl Ranch Specific Plan to the east, northeast and north. While the area may still be characterized as "rural" it is slowly urbanizing as is evidenced by major street widening, construction of block walls and berms around new development, and ongoing land conversion. The existing visual character of the project site, which is comprised of laser-graded farmland growing truck crops and other seasonal crops, is extremely limited and is either disced dry soils, verdant green crops or fallow fields depending on the time of year. The existing outbuildings are located in the center of the property, one-quarter to one-half mile from the nearest public roads and are visually nondescript.

Interfere with nighttime use of Mt. Palomar Observatory.

Mt. Palomar Observatory is a major scientific resource located in San Diego County approximately 5.5 miles south of the Riverside County border and approximately 45 miles southwest of the project site. In general, astronomic observatories need to be sites at least 30 to 40 miles away from large, brightly lit areas, such as cities and other urban concentrations to ensure adequate dark skies for observing. To minimize nighttime light pollution within the region surrounding the observatory, the County of Riverside enforces Ordinance No. 655 (Regulating Light Pollution). This ordinance established two zones for specific lighting controls based on distance from the Observatory: Zone A encompasses a sphere with a 15-mile radius; Zone B encompasses a 45-mile

radius from the Observatory. The intent of the ordinance is to restrict urban lighting that could interfere with operations at the observation.

Other Lighting Issues: Create new source of light and Glare that Impacts Nighttime view or expose residential property to unacceptable light levels.

The project planning area is predominantly rural but with increasingly urban uses in the vicinity, including the Thermal Club development to the northeast and the night-lite sports stadium of the Desert Mirage High School which is located 0.50 southeast of the project site. Light and glare impacts are associated with increased urbanization and without proper regulation will continue to increase with the buildout of the project planning area. Within the planning area, the majority of lands are undeveloped, and daytime and nighttime skies are only modestly affected by light and glare, as evidenced on the 2015 satellite data image of light pollution levels contained int eh Draft EIR. The proposed project may induce additional urban development and associated light impacts.

Project Design Features/Mitigation Measures:

The Specific Plan and County Zoning Ordinance ensure project-specific design review that will control design aesthetics, massing and scale of project development. Therefore, the proposed Specific Plan serves to avoid or minimize the potential adverse effects of continuing urbanization on the planning area's visual and other aesthetic resources. The following mitigation measures and project design features derived from the proposed Specific Plan and its conditions of approval will further assure that impacts related to aesthetics are less than significant.

AES-1 Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.

AES-2 Free-standing walls and fences, where contemplated, shall be constructed as so as to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.

AES-3 All outdoor lighting shall be in compliance with Riverside County Lighting Ordinances 655 and 915, and applicable Specific Plan guidelines. Other lighting requirements include the following:

a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.

b. Lighting fixtures shall be of appropriate scale, style and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.

c. The intensity of light at the boundary of a development site shall not exceed seventy-five (75) foot lamberts from a source of reflected light.

d. All lighting shall be directed onto the individual development site and away from adjacent properties and public streets, provide appropriate shielding and minimal fixture height to ensure minimum impact on adjoining lands and streets.

e. Elevated lighting, including but not limited to arena and parking lot lighting, shall be full cut-off fixtures. Drop or sag lens fixtures shall not be permitted.

AES-4 Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans for each planning area.

AES-5 Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

AES-6 Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the County and Imperial Irrigation District (IID).

AES-7 Lighting at the IID substation and all CVWD well sites shall be fully shielded from adjoining properties or streets, and the minimum intensity needed to provide security and meet the functional needs of these facilities.

AES-8 Artificial Nighttime Lighting

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light, to the extent feasible, during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas.~~, reduced in~~ The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant or potentially significant aesthetic resources effects described above and further discussed in the Final

EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures AES-1 through AES-8, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the terms of the Specific Plan, the MMRP and project conditions of approval.

The County Board of Supervisors further finds that the project fits with the increasingly urban and residential community character of this portion of the County and the project's effects relating to the visual character and quality of the site and impacts associated with light and glare, including to the Mt. Palomar Observatory and residences, will be less than significant with implementation of the mitigation measures set forth above.

Facts in Support of Finding:

Visual Character

The project site is in active cultivation as is much of the surrounding land. While the project will alter the visual character and quality of the site by introducing more urban/suburban land uses to the site, the mitigation measures described above will ensure that landscape plans along the project perimeters will create a harmonious transition with surrounding uses, thus avoiding any significant effects on the visual character and quality of the project site. In addition, the project does not conflict with applicable zoning and other regulations governing scenic quality. Specific Plan design standards and guidelines will further ensure that potential impacts are less than significant.

The CVWD Middleton Reservoir 7802-1 site is located 2.4± miles southwest of the project site that currently hosts a CVWD 2.5 million tank and occurs at an elevation of 61± feet above sea level. The reservoir site is surrounded by an earthen berm that will be shifted approximately 35 feet north of its current location to accommodate the new reservoir. As with the existing reservoir site design, the shifted berm will serve to visually buffer the existing and future reservoir at this site. Nearby development includes the Ladera golf club to the immediate south, extensive agriculture and the Santa Rosa Mountains foothills 0.60± miles to the west, providing a steep and dominant backdrop to the area viewshed. The nearest major public roadway, Harrison Street, is located 1.3± miles to the northeast at an elevation 135± feet below (downslope of) the reservoir site. The new reservoir will have no or very limited impacts on the surrounding scenic resources, which are dominated by the foothills and mountains to the west and southwest, as well as the Martinez Canyon alluvial cone which extends upslope behind the reservoir site. The future reservoir will therefore not degrade the visual character of the area and impacts will be less than significant.

Light and Glare

The proposed project will include a variety of lighting, ranging from low-voltage landscape lighting to arena lighting up to 65 feet in height associated with the equestrian center. In addition to street lighting along the major arterials bounding the project site, lighting within the project will include parking lot illumination, architectural lighting, a variety of security lighting, including that associated with the future IID substation and CVWD wells.

The project site is located at the edge of Zone B and approximately 43± miles northeast of the Mt. Palomar Observatory. Intervening terrain includes the Santa Rosa Mountains ranging up to 8,600 feet in elevation. Overall lighting levels are expected to fall within and comply with County standards and regulations, including Ordinance No. 655, and will be sensitive to the many residential uses throughout the proposed project. Therefore, project lighting impacts to the Mt. Palomar Observatory will be less than significant.

The CVWD Middleton Reservoir 7802-1 site currently hosts a CVWD 2.5 million tank and occurs at an elevation of 61± feet above sea level and is surrounded by an earthen berm that will be shifted approximately 35 feet north of its current location to accommodate the new reservoir. The Santa Rosa Mountains foothills and mountains begin 0.60± miles to the west, providing a steep terrain between the site and Palomar Observatory to the west. Additional security light may be incorporated in the design but will be shielded to preclude uplighting or the creation of significant light spillage. Impacts to Palomar Observatory are expected to be less than significant.

The proposed project may induce additional urban development and associated light impacts. Dark skies will diminish with more traffic, buildings, streetlights and indoor illumination. The Specific Plan provides regulations and guidance for reducing light and glare caused by new development. The project promotes low lighting levels at all levels of outdoor application, including equestrian arenas in the center of the site where fixtures will provide shielded, focus lighting on the performance spaces, which will protect on-site and off-site properties and the JCR Airport. Within the Thermal Ranch community, implementation of Specific Plan lighting guidelines and standards, and conformance with the County Lighting Ordinance will ensure that project residences will not be exposed to unacceptable lighting levels. In addition, the project site is bounded by existing and planned arterial-scale roadways with rights-of-way of up to 220 feet. These project bounding roadways will further ensure that project lighting does not expose off-site residences to unacceptable lighting from the project. Therefore, impacts will be less than significant.

The construction of the future reservoir will occur within the existing developed Middleton site, behind the existing earthen berm. New security lighting at the Middleton reservoir site will be shielded to preclude uplighting or the creation of significant light spillage. The new reservoir and related security lighting will not result in a new source of substantial light or glare and is not expected to impact day or nighttime views in the area. Impacts will be less than significant.

In summary, the proposed Specific Plan introduces standards, regulations and guidelines to protect against excessive lighting, and maintains practices currently in effect that limit lighting. The Specific Plan and the County Zoning Ordinance prohibit light spillage onto neighboring properties or the street. Therefore, with implementation of the mitigation measures specified above and compliance with all Specific Plan requirements, the project will have a less than significant light and glare impacts within the project area.

AIR QUALITY

Expose sensitive receptors to substantial pollutant concentrations

Localized air quality impacts were evaluated at sensitive receptor land uses near the project site, including residential properties east of the site and the Coachella Valley Union School District

(CVUSD) school complex located approximately 2,890 feet south of the site. The proposed off-site reservoir will be constructed next to the existing reservoir, located approximately 3,020 feet from the nearest sensitive receptor land use, a single-family residence.

Given that the project may be constructed in phases, it is possible that sensitive land uses built on-site in earlier phases may be impacted by criteria pollutants emitted during the construction of subsequent phases.

Mitigation Measures:

To mitigate potential project specific and cumulative air quality impacts relating to exposing sensitive receptors to pollutant concentrations, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

AQ-1 Dust Control

The project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include:

- Treat and stabilize soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water of site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions;
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation;
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic;
- Dust suppressants shall be applied on all unpaved roads within the project construction footprint; and
- Limit vehicle speeds on unpaved roads to 25 mph.

AQ-2 Construction Equipment Emission Reductions

The following measures will reduce *PM,* NOx and ROG emissions from construction equipment:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

- All off-road diesel-powered equipment with an engine greater than 50 horsepower used during Project construction shall be powered by USEPA Tier 4 Final engines or cleaner.
    - The construction contractor must submit a list of all equipment to be used, including model numbers and serial numbers, along with a copy of each unit's USEPA Tier 4 Final certification, to the lead agency before construction begins. This information shall be available on-site during construction for verification by the project monitor.
    - If a specific piece of equipment cannot be equipped with a Tier 4 engine due to lack of commercial availability, the contractor must identify the specific equipment, document the unavailability, and ensure it operates on no less than a Tier 3 engine with a CARB-approved Level 3 Diesel Particulate Filter (DPF).
    - To the extent feasible, contractors shall use electric, hybrid, or alternative-fueled construction equipment. Electric construction tools shall be used where grid electricity is available.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for the potentially significant air quality effects related to exposure of sensitive receptors to substantial concentrations of pollutants described above and further discussed in the Final EIR finds that changes or alterations have been required in, or incorporated into, the project to ensure that construction of the project will not result in substantial pollutant concentrations impacting sensitive receptors, including existing residences and schools within one mile of the project site, future sensitive receptors within one mile of the project site, and future sensitive receptors in the project vicinity, as set forth in mitigation measures AQ-1 through AQ-2, described and recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Emissions: Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for CO, NOX, PM10 or PM2.5.

While construction of the project and the off-site water reservoir will not generate substantial pollutant concentrations, numerous local and state policies are in place to further reduce the construction-related emissions. Compliance with these standard requirements, as set forth in mitigation measures AQ-1 and AQ-2, will ensure that construction of the project will not result in substantial pollutant concentrations impacting sensitive receptors, including existing residences and schools within one mile of the project site, future sensitive receptors within one mile of the project site, and future sensitive receptors in the project vicinity, to substantial pollutant concentrations.

Health Impacts: There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions; therefore, the extent to which the project poses a health risk is somewhat uncertain.

Pursuant to Rule 1401, 1401.1, and 212 of the SCAQMD rulebook, the District requires the preparation of a Health Risk Assessment (HRA) for facilities associated with high levels of toxic air contaminants. To reduce exposure to toxic air contaminants (TACs), CARB recommends minimum separation distances between new sensitive land uses, such as residences, and eight categories of existing sources of TACs: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gas stations. The proposed project neither proposes the development of any such facilities, nor is it situated in proximity to any such facility. While the project is bound by three existing arterial roads, CARB defines freeways and high traffic roads as including rural roads with 50,000 vehicles per day. As shown in the Traffic Impact Analysis prepared for the project by Urban Crossroads, nearby roadways have average daily traffic (ADT) volumes of up to 39,300 vehicles per day in horizon year (2045) with project weekday conditions. The preparation of an HRA is therefore not required nor needed to determine that the project will not cause any significant air quality-related health risks to residents in the project vicinity. Based on these findings, it is therefore anticipated that the project's impacts and associated health effects resulting from criteria pollutants will overall be less than significant. The project will not expose sensitive receptors within one mile of the project site to substantial pollutant concentrations.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to a HRA, including Comments C-4, C-5, C-19, C-20, C-22 (which is a letter from SWAPE attached as Exhibit A to Comment letter C), D-11 (letter from Leadership Counsel for Justice and Accountability), as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments C-3, C-4, C-5, C-6, and D-1 (letters submitted on October 21, 2025 on behalf of CARE CA and SAFER). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any significant adverse effects relating to health risk impacts associated with the project, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-4, C-5, C-19, C-20, C-22, and D-11 and Supplemental Responses C-3, C-4, C-5, C-6, and D-1 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding potential impacts to air quality.

BIOLOGICAL RESOURCES

Candidate, sensitive or special status species

The project site is in the southeastern Coachella Valley, in an unincorporated area of Riverside County. Plant species such as mesquite, smoke tree, desert holly, creosote bush, and palo verde are common in the valley and Coachella Valley milkvetch and triple-ribbed milkvetch are federally listed endangered plant species found in the valley. The area is also home to some sensitive wildlife species, such as the Coachella Valley fringe-toed lizard, Peninsular bighorn sheep, Casey's June beetle, arroyo southwestern toad, Least Bell's vireo and southwestern flycatcher. The project site and surrounding properties are located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and approximately 2.25 miles northeast of the Santa Rosa and San Jacinto Mountains Conservation Area, which is comprised primarily of Sonoran creosote scrub and desert dry wash woodland on lower elevations, and Sonoran mixed wood and succulent scrub in the upper elevations. The project site is also located approximately

three miles northwest of the Coachella Valley Stormwater Channel and Delta Conservation Area, which is comprised predominantly of desert saltbush scrub, mesquite hummocks and desert sink scrub.

The project site lacks adequate habitat for the species identified as a candidate, sensitive, or special status species to occur; however, the site has the vegetation to potentially support nesting birds which are protected by California Fish and Game Code and by the Migratory Bird Treaty Act (MBTA), including the great blue heron and burrowing owl

The project off-site water reservoir required to meet project demand and fire flows will be constructed on the existing CVWD Middleton Reservoir site located 2.4± miles southwest of the project site. The reservoir site has been graded, is surrounded by an earthen berm and is largely barren of vegetation. Access to the site already exists and construction of the new reservoir will not result in any new disturbance to sensitive biological resources.

Mitigation Measures:

To avoid or substantially reduce potential impacts to candidate, sensitive, or special status species, the following mitigation measure are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Birds

To the greatest extent feasible, project construction activities, including those at the 619-acre project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the project. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.

Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction activities may not occur inside the established buffers, which shall remain onsite until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

BIO-2 Burrowing Owl Habitat Assessment and Surveys

Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-

acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.

For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities. Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.

BIO-3 CVMSHCP Compliance

Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the

CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.

BIO-4: Reporting Special Status Species/Plant Communities

Over the course of implementing the provisions of the Thermal Ranch Specific Plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects on candidate, sensitive, or special status species described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures BIO-1 through BIO-4 as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the Biological Resources Assessment Report prepared for the project, the subject site lacks adequate habitat for the identified special status species to occur. The project is therefore not expected to impact, either directly or through habitat modifications, any CVMSHCP covered species, or species designated as candidate, sensitive, or special status by the California Department of Fish and Wildlife (CDFW).

However, participation in the CVMSHCP, payment of the CVMSHCP development/mitigation fee and participation in the plan will ensure that any project-related impacts to any covered species will be mitigated. Furthermore, preconstruction surveys must be conducted to ensure that any unanticipated burrowing owl and nesting birds occurring on the site are not impacted by development of the proposed project.

Blue Heron: Of the 43 special status wildlife species listed as potentially occurring in the project area, only one, a great blue heron, was observed adjacent to the subject property. The heron is only considered sensitive when at its nesting rookeries, and due to lack of habitat there is no potential for a rookery to occur on the site. The heron was observed in a wet area past the southern edge of the subject site, which is not expected to be impacted by the proposed project. To prevent impacts to potentially nesting birds protected by the MBTA and California Fish and Game Code, the project either must avoid disturbance during the nesting season (February 1 to August 31) or, if construction will proceed during nesting season, then nesting bird surveys must be conducted by a qualified ornithologist or biologist immediately prior to on-site disturbance (BIO-1).

Burrowing Owls: Mitigation measure BIO-2 conforms to the protocols and requirements of the CDFW (2012) guidelines to ensure that construction activities will not impact any burrowing owls or active nests.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to the biological resources assessment, impacts to sensitive wildlife, and assessment of the Middleton Reservoir site including Comments A-2, A-3, A-4, A-5, A-6, A-7, A-9 (which is a letter from the California Department of Fish and Wildlife, included in Section II.A of the Final EIR). The Board of Supervisors finds Final EIR Responses A-2, A-4, A-5, A-6, A-7, A-9 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding biological resources.

Movement of wildlife.

The site does not provide connectivity to any adjacent well-developed native habitat or conservation areas. The subject property is currently open agricultural lands that is unfenced and fully accessible to a variety of wildlife. This condition also occurs on most of the surrounding lands, which include disturbed lands, lands in cultivation and native undisturbed lands. While the project site shows signs of considerable disturbance, and is thus not considered pristine habitat, and adjacent sites also lack well-developed native habitat, the area may still provide wildlife corridors. A great blue heron was observed in the project vicinity. All nesting native birds are protected by the MBTA. No migratory fish occur on the project site, nor could they occur given the lack of flowing or standing water.

The existing reservoir site has previously been graded, surrounded with an earthen berm, and developed to accommodate multiple future water tanks. The site is without trees, has few shrubs, and no sensitive vegetation or wildlife are expected to occur on site.

Mitigation Measures:

To avoid or substantially reduce potential impacts on the movement of wildlife, the following mitigation measure are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Birds

To the greatest extent feasible, project construction activities, including those at the 619-acre project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the project. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.

Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction

activities may not occur inside the established buffers, which shall remain onsite until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

BIO-2 Burrowing Owl Habitat Assessment and Surveys

Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.

For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl

habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities. Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.

BIO-3 CVMSHCP Compliance

Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.

BIO-4: Reporting Special Status Species/Plant Communities

Over the course of implementing the provisions of the Thermal Ranch Specific Plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects on the movement of wildlife, including migratory birds, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures BIO-1 through BIO-4 and AES-8, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the Development Agreement, as well as the MMRP and project conditions of approval.

Facts in Support of Finding:

Development of the site, as proposed, could potentially incrementally limit the ability of various species to use the site as a movement corridor. However, because the site is currently in active agricultural use and provides little to no vegetative cover or habitat for nesting birds, fish, or other migratory wildlife, it is not expected to be in use as an established corridor. Furthermore, given the prevalence of vacant sites and other lands in agriculture in the project vicinity, it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species. The project would not impact currently undisturbed lands, occurring mostly to the south of the site, which may provide more established movement corridors.

While the subject site lacks the suitable habitat for species to nest, BIO-1 through BIO-4 and AES-8 provide measures to ensure that any unanticipated nesting birds on the property will not be impacted, and will ensure the preservation of adequate wildlife corridors elsewhere within the CVMSHCP plan area. As provided in the mitigation measures, site disturbances that occur between February 1 and August 31 and have the potential to impact nesting birds may require a biologist to conduct nesting bird surveys. Construction outside the February 1 and August 31 period, or implementation of the surveys and appropriate avoidance measures during the nesting season will ensure that potential impacts to nesting birds are reduced to less than significant levels.

Construction of the required tank and the shifting of the earthen berm will not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors and will not impede the use of native wildlife nursery sites. Overall, the project site, adjacent properties and the Middleton Reservoir Site lack the habitat to serve as a nursery site or wildlife corridor for many species and impacts to wildlife movement and nurseries are expected to be less than significant.

CULTURAL RESOURCES

Impacts to Historic Site or Resource

Although there are no historical sites or resources as defined by CEQA on or adjacent to the project site or the existing reservoir site, the construction of the project and reservoir will result in grading and development of the entire project site and limited site disturbance to the reservoir site to enlarge the area behind the existing earthen berm and shifting the berm farther north approximately 35 feet. Considering the site's location, decades of active agriculture on the project site and the development of the reservoir site for an existing domestic water reservoir, the potential for construction of the project or the reservoir site to alter or destroy a historic site or cause a substantial adverse change in the significance of an historical resource is considered low.

Impacts to Archaeological Resources

The historical/archaeological records search did not indicate the presence of archaeological sites or resources in the vicinity of the project site. The search of the Sacred Lands File conducted by the Native American Heritage Commission (NAHC) also identified no known Native American cultural resources in the project area. The Torres Martinez Desert Cahuilla Indians, who have a reservation immediately to the south of the subject site, requested further consultation on the project. During a field survey of the subject site, scattered refuse was observed along the project boundaries, including concrete fragments, asphalt, broken bottles, and beverage cans.

The reservoir site was previously in agriculture at least prior to 1986. Site development was completed and the first reservoir constructed by 2004. The reservoir site is located on the lower Martinez Canyon alluvial fan 2.4± miles southwest of the project site. The construction of the project reservoir will result in limited site disturbance to enlarge the reservoir site and shift the existing earthen berm farther north approximately 35 feet. Considering the site's location, decades of active agriculture and the prior development of the reservoir site for domestic water reservoirs, the potential for construction of the project or reservoir site to alter or destroy an archaeological site or cause a substantial adverse change in the significance of an archaeological resource is

considered low. Nevertheless, development of the project has the potential to disturb or uncover previously unknown resources of significance.

Mitigation Measures:

To avoid or substantially reduce potential impacts to historic and archaeological resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

CUL-1 Concurrent with the initiation of ground disturbing activities, a Native American monitor shall be present on site to observe earthwork and related activities (including any archaeological testing and surveys). If during ground-disturbance activities, including grading, excavation and other construction activities, unanticipated cultural resources are discovered, the following procedures must be followed: All grading and construction activities within 100 feet of the discovered cultural resource must be halted and the applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be organized convening appropriate parties, potentially including the developer, the project archaeologist, Native American tribal representatives, and the County Archaeologist, to discuss the significance of the find. The convened parties shall decide upon the appropriate treatment for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance must not resume within the area of the discovery until the appropriate treatment has been accomplished.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for the potentially significant effects on historical and archaeological resources and sites described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measure CUL-1, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the records search, historical background research, Native American consultation, and the field survey conducted for the subject site and surrounding area, no historical or archaeological resources or sites are known to occur on site or in the vicinity of the project.

Given that no archaeological resources and no archaeological sites were identified as occurring in the project vicinity, the project is not expected to have any significant impacts related to the alteration or destruction of an archaeological site, nor is it expected to cause a substantial adverse change in the significance of an archaeological resource. However, archaeological resources can be buried or otherwise made obscure by land disturbance, including activities associated with agriculture and other types of disturbance and development. As recommended by the County of Riverside, and reflected in CUL-1, procedures will be in place to ensure that any unanticipated cultural resources potentially on the subject site are not destroyed, altered, or otherwise adversely

changed by the project. The provided measures ensure that if unanticipated cultural resources are discovered during ground-disturbing activities, then the appropriate parties, including Native American tribal representatives if applicable, will be consulted in order to determine the appropriate treatment for the resources. Compliance with this measure will ensure that the project will have less than significant impacts related to archaeological sites and resources.

Impacts to human Remains

Project archaeologists note that any surface evidence of historic or prehistoric human burials or cremations on the project site have been erased by the years of agricultural activity, including the installation of irrigation lines and tile drains, annual discing and other site preparations for growing. No evidence of human remains, burials or cremations, or signs of formal or informal cemeteries were identified in the records searches, historical background research, Native American consultation, or field inspection, as occurring on the subject site or the reservoir site.

Mitigation Measures:

To avoid or substantially reduce potential impacts concerning the discovery of human remains, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects concerning human remains described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures CUL-2, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Pursuant to the California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby areas reasonably suspected to overlay adjacent remains. Compliance with these legal requirements, along with implementation of mitigation measures CUL-2, which require the presence of a

qualified archaeologist and Native American resource monitors during all ground disturbing activities, will ensure that potential impacts relating to human remains will be less than significant.

GEOLOGY AND SOILS

Liquefaction Potential Zone

Site conditions, including surface soil types and density, as well as the current and historically high groundwater level (10± feet), indicate a high potential for liquefaction during a local earthquake and associated strong ground shaking. In addition to the settlement of wet, sandy deposits during liquefaction, seismic-related ground failure can also take the form of dry sand settlement.

The CVWD Middleton Reservoir 7802-1 site is located well above groundwater levels and approximately nine miles from the closest active fault (San Andreas). There are no known geotechnical constraints that would prevent the construction of the subject 5-million-gallon tank. Impacts from liquefaction are not anticipated. Therefore, the reservoir site would not be subject to a significant liquefaction hazard.

Mitigation Measures:

To avoid or substantially reduce potential adverse effects associated with seismic-related ground failure, including liquefaction, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GEO-2 Liquefaction

Structural foundation designs and subsurface soil improvements shall be conducted as recommended in the Petra Geotechnical Investigation and based on the California Code of Regulations Volume 18, Title 14, Article 10, Section 3721[a]) to minimize liquefaction hazards. Such measures shall include but are not limited to overexcavation and hydrocompaction, other remedial grading, strengthening and deepening structural foundations.

GEO-5 Ground Improvement

Ground improvements consisting of removal and recompaction of loose, near surface soils, is required to minimize dynamic settlement of dry soils. Other methods may include deep dynamic compaction, additives to the soils, such as cement or fiber (e.g., nylon) and flooding of in-place loose granular soils, to increase the density of the resultant compacted fill and thereby removing or reducing to insignificant levels the tendency to settle under dynamic shaking. Deep foundation elements should also be considered, as determined by the project geologist, when effective at bypassing zones of loose sand subject to dynamic settlement.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to seismic-related ground failure, including liquefaction, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the

project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures GEO-2 and GEO-5, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

According to the project geotechnical report, liquefaction settlement can typically be mitigated by structural methods when total settlements are less than four inches. Given the seismic settlement range estimated for the project, as shown in Table 2.9-1 of the Draft EIR, including the relative uniformity of the settlements over a relatively large distance, deep ground improvements or other seismic related mitigations are not necessary for the project. The project will incorporate the necessary structural foundation designs and subsurface soil improvements to minimize liquefaction hazards. This is identified as Mitigation Measure GEO-2. Since the project site is potentially susceptible to liquefaction, the project site will be required to comply with the site preparation and foundation recommendations as set forth in Mitigation Measure GEO-5. With the implementation of Mitigation Measures GEO-2 and GEO-5, impacts due to liquefaction will be less than significant.

Ground-shaking Zone

The project site and planning area have a high potential of strong ground shaking associated with a major earthquake on a local fault. The CVWD Middleton Reservoir 7802-1 site can be subject to strong ground shaking from a nearby earthquake during its lifespan. CVWD evaluated soils and geotechnical conditions, including the potential for strong ground shaking, at the site prior to its development.

Mitigation Measures

To mitigate potential project specific effects relating to strong ground shaking associated with a major earthquake on a local fault, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GEO-1 Earthwork and Grading

All earthwork and grading should be performed in accordance with all applicable requirements of the grading and excavation codes of the County of Riverside, and in compliance with all applicable provisions of the 2019 California Building Code (2019 CBC). Grading shall also be performed in accordance with the Petra Geotechnical Report.

GEO-2 Liquefaction

Structural foundation designs and subsurface soil improvements shall be conducted as recommended in the Petra Geotechnical Investigation and based on the California Code of Regulations Volume 18, Title 14, Article 10, Section 3721[a]) to minimize liquefaction hazards. Such measures shall include but are not limited to overexcavation and hydrocompaction, other remedial grading, strengthening and deepening structural foundations.

GEO-3 Geotechnical Observations and Testing

Prior to the start of earthwork, the owner, contractor and geotechnical consultant shall meet to discuss the work schedule and geotechnical aspects of the grading.

GEO-4 Earthwork

Earthwork will generally entail removal and re-compaction of the near surface soils, and as appropriate shall be accomplished under full-time observation and testing by the project geotechnical consultant. The geotechnical consultant shall, as appropriate, be present onsite during all earthwork operations to document placement and compaction of fills, as well as to document compliance with the other recommendations presented in the Petra Geotechnical Report. Fill materials shall be free of rocks or cobble larger than 8 inches.

GEO-5 Ground Improvement

Ground improvements consisting of removal and recompaction of loose, near surface soils, is required to minimize dynamic settlement of dry soils. Other methods may include deep dynamic compaction, additives to the soils, such as cement or fiber (e.g., nylon) and flooding of in-place loose granular soils, to increase the density of the resultant compacted fill and thereby removing or reducing to insignificant levels the tendency to settle under dynamic shaking. Deep foundation elements should also be considered, as determined by the project geologist, when effective at bypassing zones of loose sand subject to dynamic settlement.

GEO-6 Demolition, Clearing and Grubbing

All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the site shall be demolished and removed from the site. Following demolition, clearing operations shall also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation. Any cavities or excavations created upon removal of subsurface structures or inclusions shall be cleared of loose soil, shaped to provide access for backfilling and compaction equipment and then backfilled with engineered fill.

The project geotechnical consultant shall provide periodic observation and testing services during final clearing and grubbing operations to document compliance with the above recommendations. In addition, should unusual or adverse soil conditions or unanticipated buried structures be encountered during grading that are not described in the project Geotechnical Report, these conditions shall be brought to the immediate attention of the project geotechnical consultant for corrective recommendations.

GEO-7 Undocumented Fill

Any existing undocumented fill and near surface native soils are considered unsuitable for support of proposed structures and should be removed to expose underlying competent alluvial materials as approved by the project geotechnical consultant. The estimated depth of removal of fill soils, if any, is recommended to be approximately 6 feet below the existing ground surface in proposed building areas, and 2 feet for local streets, alleyways and drives. The actual depths and horizontal

limits of soil removals and overexcavations shall be evaluated upon availability of the site grading plan and during grading on the basis of observations and testing performed by the project geotechnical consultant. Excavated soils, if free of deleterious materials, are considered acceptable for use as compacted fill.

GEO-8 Dust Control/Soil Erosion Plan

All grading plans shall include a soil erosion prevention/dust control plan. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed and disturbed materials and soils during these activities. To mitigate against the effects of wind erosion after site development, a variety of measure shall be provided including maintaining moist surface soils using chemical soil stabilizers or by other approved means. project grading shall be conducted in strict compliance with the requirements of the SCAQMD and the Coachella Valley PM10 SIP. Also see Section 2.5: Air Quality.

GEO-9 Graded Slopes

Unprotected, permanent graded slopes shall not be steeper than 3:1 (horizontal/vertical) to reduce wind and water erosion. Fill slopes shall be overfilled and trimmed back to competent material. Fill slope surfaces shall be compacted to 90% of the laboratory maximum dry density by either over-filling and cutting back to expose a compacted core, by approved mechanical methods and as otherwise recommended in the Petra Geotechnical Investigation.

GEO-10 Site Drainage

Positive surface drainage shall be provided around buildings and within any planter areas to collect and direct all surface waters to an appropriate drainage facility as determined by the project civil engineer. The ground surfaces of planter and landscape areas that are located within 10 feet of building foundations should be sloped at a minimum gradient of 5 percent away from the foundations and towards the nearest area drains. The ground surface of planter and landscape areas located more than 10 feet away from building foundations may be sloped at a minimum gradient of 2 percent away from the foundations and towards the nearest area drains.

Concrete flatwork surfaces to be located within 10 feet of building foundations shall be inclined at a minimum gradient of one percent away from the building foundations and towards the nearest area drains.

Concrete flatwork surfaces that are located more than 10 feet away from building foundations may be sloped at a minimum gradient of 1 percent towards the nearest area drains. within the level areas of the site.

Surface waters should not be allowed to collect or pond against building foundations and within the level areas of the site. All drainage devices shall be properly maintained throughout the lifetime of the development. Future changes to site improvements, or planting and watering practices, shall not be allowed to cause over-saturation of site soils adjacent to the structures.

To maintain the integrity of local and regional groundwater level controls, a subsurface tile drain system shall be constructed or maintained to ensure that on-site groundwater levels are properly managed and maintained.

GEO-11 Soil Erosion Protection

There shall be a cessation of grading activities during rainstorms or high wind events. As necessary, the project contractor shall install flow barriers and soil catchments (such as straw bales, silt fences, and temporary detention basins) during construction to control soil erosion.

GEO-12 Imported Soils

Imported soils (if needed) shall be non-expansive, granular soils meeting USCS classifications of prescribed in the Petra Geotechnical Investigation. Imported fill shall be placed in maximum 8-inch lifts (loose) and compacted to at least 90 percent relative compaction (ASTM D 1557) near optimum moisture content.

GEO-13 Excavations

Excavations within sandy soil shall be kept moist, but not saturated, to reduce the potential of caving or sloughing. Where excavations over 4 feet deep are planned, lateral bracing or appropriate cut slopes of 1.5:1 (horizontal/vertical) shall be provided. No surcharge loads from stockpiled soils or construction materials shall be allowed within a horizontal distance measured from the top of the excavation slope and equal to the depth of the excavation.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to seismic ground shaking, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures GEO-1 through GEO-13, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

A major earthquake on nearby faults could expose people and structures to risks associated with strong seismic ground shaking. The project geotechnical report sets forth a wide range of recommendations regarding grading and soils engineering, and foundation and building design and construction methods that can effectively reduce the effects of strong ground shaking and increase the integrity of building and other structures during such events. Implementation of mitigation measures GEO-1 – GEO-13 set forth below, and adherence to detailed technical recommendations set forth in the geotechnical report will further ensure that impacts will be less than significant. Regarding the reservoir, impacts from strong ground shaking are expected to be

less then significant with proper seismic design. Therefore, the project reservoir would not be subject to a significant ground shaking hazard.

Ground Subsidence

This hazard is associated with the gradual settling or sinking of the ground surface with little or no horizontal movement and can result in soils compacted by the weight of overlying sediments. Subsidence can result in structural damage to structures that are sensitive to slight changes in elevation, such as larger buildings, canals and channel lining, and wells.

Mitigation Measures

To mitigate potential project specific effects relating to ground subsidence shaking associated with the project being located on a geologic unit or soil that is or would become unstable, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GEO-1 Earthwork and Grading

All earthwork and grading should be performed in accordance with all applicable requirements of the grading and excavation codes of the County of Riverside, and in compliance with all applicable provisions of the 2019 California Building Code (2019 CBC). Grading shall also be performed in accordance with the Petra Geotechnical Report.

GEO-2 Liquefaction

Structural foundation designs and subsurface soil improvements shall be conducted as recommended in the Petra Geotechnical Investigation and based on the California Code of Regulations Volume 18, Title 14, Article 10, Section 3721[a]) to minimize liquefaction hazards. Such measures shall include but are not limited to overexcavation and hydrocompaction, other remedial grading, strengthening and deepening structural foundations.

GEO-3 Geotechnical Observations and Testing

Prior to the start of earthwork, the owner, contractor and geotechnical consultant shall meet to discuss the work schedule and geotechnical aspects of the grading.

GEO-4 Earthwork

Earthwork will generally entail removal and re-compaction of the near surface soils, and as appropriate shall be accomplished under full-time observation and testing by the project geotechnical consultant. The geotechnical consultant shall, as appropriate, be present onsite during all earthwork operations to document placement and compaction of fills, as well as to document compliance with the other recommendations presented in the Petra Geotechnical Report. Fill materials shall be free of rocks or cobble larger than 8 inches.

GEO-5 Ground Improvement

Ground improvements consisting of removal and recompaction of loose, near surface soils, is required to minimize dynamic settlement of dry soils. Other methods may include deep dynamic compaction, additives to the soils, such as cement or fiber (e.g., nylon) and flooding of in-place loose granular soils, to increase the density of the resultant compacted fill and thereby removing or reducing to insignificant levels the tendency to settle under dynamic shaking. Deep foundation elements should also be considered, as determined by the project geologist, when effective at bypassing zones of loose sand subject to dynamic settlement.

GEO-6 Demolition, Clearing and Grubbing

All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the site shall be demolished and removed from the site. Following demolition, clearing operations shall also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation. Any cavities or excavations created upon removal of subsurface structures or inclusions shall be cleared of loose soil, shaped to provide access for backfilling and compaction equipment and then backfilled with engineered fill.

The project geotechnical consultant shall provide periodic observation and testing services during final clearing and grubbing operations to document compliance with the above recommendations. In addition, should unusual or adverse soil conditions or unanticipated buried structures be encountered during grading that are not described in the project Geotechnical Report, these conditions shall be brought to the immediate attention of the project geotechnical consultant for corrective recommendations.

GEO-7 Undocumented Fill

Any existing undocumented fill and near surface native soils are considered unsuitable for support of proposed structures and should be removed to expose underlying competent alluvial materials as approved by the project geotechnical consultant. The estimated depth of removal of fill soils, if any, is recommended to be approximately 6 feet below the existing ground surface in proposed building areas, and 2 feet for local streets, alleyways and drives. The actual depths and horizontal limits of soil removals and overexcavations shall be evaluated upon availability of the site grading plan and during grading on the basis of observations and testing performed by the project geotechnical consultant. Excavated soils, if free of deleterious materials, are considered acceptable for use as compacted fill.

GEO-8 Dust Control/Soil Erosion Plan

All grading plans shall include a soil erosion prevention/dust control plan. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed and disturbed materials and soils during these activities. To mitigate against the effects of wind erosion after site development, a variety of measure shall be provided including maintaining moist surface soils using chemical soil stabilizers or by other approved means. project grading shall be conducted in strict compliance with the

requirements of the SCAQMD and the Coachella Valley PM10 SIP. Also see Section 2.5: Air Quality.

GEO-9 Graded Slopes

Unprotected, permanent graded slopes shall not be steeper than 3:1 (horizontal/vertical) to reduce wind and water erosion. Fill slopes shall be overfilled and trimmed back to competent material. Fill slope surfaces shall be compacted to 90% of the laboratory maximum dry density by either over-filling and cutting back to expose a compacted core, by approved mechanical methods and as otherwise recommended in the Petra Geotechnical Investigation.

GEO-10 Site Drainage

Positive surface drainage shall be provided around buildings and within any planter areas to collect and direct all surface waters to an appropriate drainage facility as determined by the project civil engineer. The ground surfaces of planter and landscape areas that are located within 10 feet of building foundations should be sloped at a minimum gradient of 5 percent away from the foundations and towards the nearest area drains. The ground surface of planter and landscape areas located more than 10 feet away from building foundations may be sloped at a minimum gradient of 2 percent away from the foundations and towards the nearest area drains.

Concrete flatwork surfaces to be located within 10 feet of building foundations shall be inclined at a minimum gradient of one percent away from the building foundations and towards the nearest area drains.

Concrete flatwork surfaces that are located more than 10 feet away from building foundations may be sloped at a minimum gradient of 1 percent towards the nearest area drains. within the level areas of the site.

Surface waters should not be allowed to collect or pond against building foundations and within the level areas of the site. All drainage devices shall be properly maintained throughout the lifetime of the development. Future changes to site improvements, or planting and watering practices, shall not be allowed to cause over-saturation of site soils adjacent to the structures.

To maintain the integrity of local and regional groundwater level controls, a subsurface tile drain system shall be constructed or maintained to ensure that on-site groundwater levels are properly managed and maintained.

GEO-11 Soil Erosion Protection

There shall be a cessation of grading activities during rainstorms or high wind events. As necessary, the project contractor shall install flow barriers and soil catchments (such as straw bales, silt fences, and temporary detention basins) during construction to control soil erosion.

GEO-12 Imported Soils

Imported soils (if needed) shall be non-expansive, granular soils meeting USCS classifications of prescribed in the Petra Geotechnical Investigation. Imported fill shall be placed in maximum 8-

inch lifts (loose) and compacted to at least 90 percent relative compaction (ASTM D 1557) near optimum moisture content.

GEO-13 Excavations

Excavations within sandy soil shall be kept moist, but not saturated, to reduce the potential of caving or sloughing. Where excavations over 4 feet deep are planned, lateral bracing or appropriate cut slopes of 1.5:1 (horizontal/vertical) shall be provided. No surcharge loads from stockpiled soils or construction materials shall be allowed within a horizontal distance measured from the top of the excavation slope and equal to the depth of the excavation.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to ground subsidence associated with the project being located on a geologic unit or soil that is or would become unstable, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures GEO-1 through GEO-13, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

The subject site is not located within an area of know subsidence associated with groundwater withdrawal or hydroconsolidation; therefore, the potential for subsidence is considered to be low. The project geotechnical report estimates an average shrinkage factor of 19 to 25 percent when excavated on-site soils are replaced as properly compacted fill. Subsidence of 0.15 to 0.25 feet may occur when exposed bottom surface in soil removal areas are scarified and re-compacted. With the implementation of mitigation measures GEO-1 through GEO-13, and by following grading, excavation, and recompaction protocols prescribed in the project geotechnical report, impacts related to soil subsidence and shrinkage will be less than significant. The developed reservoir site is not located on an unstable geologic unit or soils, but rather on alluvial sands and gravels of the Carsitas soils series, which are well-suited for the planned reservoir. There is no liquefaction hazard associated with the reservoir site and the construction of the required project reservoir will not create such an instability. Impacts would be less than significant.

Slopes

This risk occurs when there is a change in topography or ground surface relief features; the creations of cut or fill slopes greater than 2:1 or higher than 10 feet; and/or if grading affects or negates subsurface sewage disposal systems. The project site is essentially flat with a mild gradient to the south and southeast and the site topography indicates no threat of natural slope failures or landslides, the soils on-site are described as generally consisting of unconsolidated, very fine-grained and silty sand. The project does not intend to create any significant changes in site topography.

The CVWD Middleton Reservoir 7802-1 site was fully developed by 2004 at an elevation of approximately 61± feet above sea level and graded into the lower slopes of the Martinez Canyon alluvial fan. No changes in reservoir site topography or surface relief will occur with construction of the project reservoir; however, the existing 25-foot high earthen berm will be shifted north 35± feet to accommodate the new reservoir. Neither will its development result in the creation of new unstable slopes, as berm slopes will be shallow at 2:1 slope or less. Subsurface sewage disposal is not associated with the reservoir's construction or operation. There will be less than significant effects associated with the development of the project reservoir.

Mitigation Measures

To mitigate potential project specific effects relating to slopes, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GEO-1 Earthwork and Grading

All earthwork and grading should be performed in accordance with all applicable requirements of the grading and excavation codes of the County of Riverside, and in compliance with all applicable provisions of the 2019 California Building Code (2019 CBC). Grading shall also be performed in accordance with the Petra Geotechnical Report.

GEO-4 Earthwork

Earthwork will generally entail removal and re-compaction of the near surface soils, and as appropriate shall be accomplished under full-time observation and testing by the project geotechnical consultant. The geotechnical consultant shall, as appropriate, be present onsite during all earthwork operations to document placement and compaction of fills, as well as to document compliance with the other recommendations presented in the Petra Geotechnical Report. Fill materials shall be free of rocks or cobble larger than 8 inches.

GEO-7 Undocumented Fill

Any existing undocumented fill and near surface native soils are considered unsuitable for support of proposed structures and should be removed to expose underlying competent alluvial materials as approved by the project geotechnical consultant. The estimated depth of removal of fill soils, if any, is recommended to be approximately 6 feet below the existing ground surface in proposed building areas, and 2 feet for local streets, alleyways and drives. The actual depths and horizontal limits of soil removals and overexcavations shall be evaluated upon availability of the site grading plan and during grading on the basis of observations and testing performed by the project geotechnical consultant. Excavated soils, if free of deleterious materials, are considered acceptable for use as compacted fill.

GEO-9 Graded Slopes

Unprotected, permanent graded slopes shall not be steeper than 3:1 (horizontal/vertical) to reduce wind and water erosion. Fill slopes shall be overfilled and trimmed back to competent material. Fill slope surfaces shall be compacted to 90% of the laboratory maximum dry density by either

over-filling and cutting back to expose a compacted core, by approved mechanical methods and as otherwise recommended in the Petra Geotechnical Investigation.

GEO-10 Site Drainage

Positive surface drainage shall be provided around buildings and within any planter areas to collect and direct all surface waters to an appropriate drainage facility as determined by the project civil engineer. The ground surfaces of planter and landscape areas that are located within 10 feet of building foundations should be sloped at a minimum gradient of 5 percent away from the foundations and towards the nearest area drains. The ground surface of planter and landscape areas located more than 10 feet away from building foundations may be sloped at a minimum gradient of 2 percent away from the foundations and towards the nearest area drains.

Concrete flatwork surfaces to be located within 10 feet of building foundations shall be inclined at a minimum gradient of one percent away from the building foundations and towards the nearest area drains.

Concrete flatwork surfaces that are located more than 10 feet away from building foundations may be sloped at a minimum gradient of 1 percent towards the nearest area drains. within the level areas of the site.

Surface waters should not be allowed to collect or pond against building foundations and within the level areas of the site. All drainage devices shall be properly maintained throughout the lifetime of the development. Future changes to site improvements, or planting and watering practices, shall not be allowed to cause over-saturation of site soils adjacent to the structures.

To maintain the integrity of local and regional groundwater level controls, a subsurface tile drain system shall be constructed or maintained to ensure that on-site groundwater levels are properly managed and maintained.

GEO-12 Imported Soils

Imported soils (if needed) shall be non-expansive, granular soils meeting USCS classifications of prescribed in the Petra Geotechnical Investigation. Imported fill shall be placed in maximum 8-inch lifts (loose) and compacted to at least 90 percent relative compaction (ASTM D 1557) near optimum moisture content.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to slopes, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures GEO-1, 4, 7, 10 and 12, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Although the project site is essentially flat with a mild gradient to the south and southeast and the site topography indicates no threat of natural slope failures or landslides, the soils on-site are described as generally consisting of unconsolidated, very fine-grained and silty sand. Trenches and excavations in such soils can result in failure of manufactured slopes if not properly designed and constructed. The project geotechnical report sets forth guidance that, as mitigation measures GEO-1, 4, 7, 9, 12 and 10, will assure that changes in topography and manufacturing of slopes and excavation of trenches is carried out in a manner that ensures that potential impacts will be less than significant.

The project does not intend to create any significant changes in site topography. While some riding arenas may be graded to be approximately four feet below grade, any slopes manufactured on site will be of limited height and with slopes not exceeding a 2:1 slope. The project does not propose the use of on-lot septic tanks with or without leech fields or seepage pits. The project will construct an on-site sewage collection system and a lift station that will connect the project to the large gravity sewer line located in Avenue 62, which conveys local sewerage to the CVWD WRP-4 sewage treatment plant located three miles east of the project site. Therefore, the project will have no impact on on-site soils or their use for on-lot septic systems.

GREENHOUSE GAS EMISSION

GHG Emissions that may Significantly Impact the Environment

The proposed project will generate greenhouse gas (GHG) emissions during both construction and operational phases. Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and other ground disturbing activities. Once the project reaches the operational phase, five categories of emissions will contribute to its annual GHG emissions either directly or indirectly: area emissions (e.g. pavement and architectural coating offgassing); energy use, mobile source emissions; solid waste disposal; and water use.

Consistency with Applicable Plan, Policy or Regulation

The project's construction and operations will generate some additional GHG emissions, which are considered to be a potentially significant impact. Specifically, to the extent the Project's GHG emissions conflict with the California Air Resources Board (CARB) 2022 Scoping Plan or the 2019 CAP Update, the project would have a significant adverse effect.

Mitigation Measures:

Mitigation Measures GHG-1 through GHG-6 are required to ensure that the project will reduce GHG emissions by at least 25% from calculated emissions using 2017 efficiency levels and thus be consistent with the applicable Climate Action Plan (CAP), and to ensure that the project is consistent with the CARB 2022 Scoping Plan. Through consistency with the applicable CAP and the CARB 2022 Scoping Plan, the project's impacts related to GHG emissions will be less than significant and the project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

GHG-1 Solar Energy Requirements

As required by Measure R2-CE1 of the Riverside County CAP Update, the project will generate on-site renewable energy providing at least 20% of energy demanded for commercial, office, industrial, and multi-family development, and at least 30% of energy demanded for single-family residential development. As required by 2022 Title 24 building standards, all new residential builds shall install solar panels.

GHG-2 Electric Vehicle Charging

Provide electric vehicle charging infrastructure in both commercial parking lots and residential garages.

GHG-3 Energy Efficient Appliances and Equipment

All new residential and commercial construction shall install energy efficient appliances that are ENERGY STAR-certified. The project shall require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units (General Plan AQ Policy 4.2)

GHG-4 Loading Dock Electrification

All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel.

GHG-5 Public Lighting

Public street and area lighting shall use high efficiency lighting, such as warm temperature LED lighting, consistent with guidelines of the International Dark Sky Association.

GHG-6 Water-Efficient Landscapes

Design water-efficient landscapes. Assumes most residential and commercial landscaping will be drought tolerant landscaping with a low water demand requiring a drip system, with the exception of the equestrian center which will include large grass areas. This is a proposed design feature of the project.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the potentially significant effects of the project relating to GHG emissions, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures GHG-1 through GHG-6, as recommended in the Final EIR,

which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

The County Board of Supervisors finds that, with implementation of mitigation measures GHG-1 through GHG-6, impacts associated with GHG emissions generated by the proposed project are less than significant. The Board of Supervisors further finds that the project is consistent with the applicable CARB 2022 Scoping Plan and the County of Riverside 2019 CAP Update as described in detail in the Draft EIR, which analysis and conclusions are incorporated by this reference and based thereon, finds that the project will not have any significant impacts relating to inconsistencies with applicable GHG plans, policies or regulations.

Facts in support of finding:

The project would provide neighborhood commercial services, on-site workforce housing, and a network of multi-user trails which, once built, will serve to reduce post-construction vehicle trips and vehicle miles traveled (VMTs). The subject property is located away from existing urban centers and services but in an area that is transitioning to suburban uses.

According to the CAP Update GHG Development Review Process, after conducting project-specific emissions quantification, emissions can be determined to be less than significant if buildout year emissions will be reduced from 2017 emissions by 25%. As shown in Table 2.10-5 of the Draft EIR, the project's annual emissions modeled for buildout in 2032 would be reduced by 28.7% from 2017 project emissions. While the project will generate GHG emissions, the level of emissions will not have a significant adverse effect because the GHG emissions from the project will be substantially below the significance thresholds established in the CAP Update, and thus help meet the County's overall goals for reductions in GHG emissions. Therefore, based on the results of the project screening tables and project-specific quantification method of development review provided in the CAP Update, the project's GHG emissions are less than significant.

The CARB 2022 Scoping Plan puts forward the ambitious target of achieving carbon neutrality in state-wide emissions by 2045 or earlier. The 2022 Scoping Plan Update aims to further reduce anthropogenic emissions in California to 85 percent below 1990 levels by 2045. The County of Riverside 2019 CAP Update provides the County's strategy for reducing GHG emissions pursuant to State GHG reduction policies, including AB 32 and SB 32, as well as the CARB Scoping Plan. The 2019 CAP Update provides measures to meet the State targets of 49% below 2008 baseline levels by 2030 and 80% below baseline levels by 2050.

The 2019 CAP Update also provides screening process and significance thresholds for new developments to ensure CEQA compliance. The development review process provided in the CAP Update was designed based on the GHG Inventory, Forecasting, and Target-Setting Report (Appendix A of the CAP Update), as well as the GHG reduction measures provided in the report. The CAP Update development review process determined that the project would have less than significant impacts on GHG emissions. Therefore, the project would not conflict with the County or State GHG emissions reduction plans.

The CAP Update also provides required measures for new developments. Some of these measures are a result of the partial settlement agreement resulting from the challenge to the 2015 CAP, which

required the County to implement additional requirements in the CAP Update. The CAP Update also requires that new developments comply with regulations in Title 24, Part 11, establishing the number of EV-capable parking spaces and/or EV charging stations required for residential and non-residential developments. The proposed project must comply with these and other applicable requirements provided in the CAP Update. Overall, the targets set in the CAP Update are based on compliance with the state targets, and the development review process is based on the measures and targets provided in the CAP Update. The project would not conflict with the CAP or with SB 32. Accordingly, with implementation of mitigation measures GHG-1 through GHG-6, impacts will be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Release of hazardous materials

The subject site has been in use for agriculture since the early 1950s. Multiple structures, a well and irrigation lines have been constructed on the site over decades, and various equipment and containers remain on the site. Some of these containers hold potentially hazardous materials such as waste oils, fertilizers, and lubricants. The reservoir site has already been partially improved for multiple tanks and is surrounded by a 25-foot earthen berm. Development of the subject 5 mg reservoir will require conventional construction methods and materials, including haul vehicles, cranes, concrete trucks and related materials.

Mitigation Measures

To mitigate potential project specific effects caused by reasonably foreseeable upset and accident conditions involving the release of hazardous materials, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

HAZ-1 The waste oil in the 5-gallon bucket in the shop building and 55-gallon drum south of the shop building shall be transferred to DOT-certified 55-gallon drums, appropriately labeled, and then transported from the site to a local State-licensed recycler. The oil-impacted soil beneath and adjacent to the waste oil containers shall be excavated and placed into DOT-certified 55-gallon drums. The estimated volume of impacted soil beneath the 5-gallon bucket is 24 cubic feet (four 55-gallon drums). The estimated volume of impacted soil beneath the 55-gallon drum is 40 cubic feet (six 55-gallon drums). This soil shall be transported from the site and properly disposed at a State-licensed disposal facility.

HAZ-2 If the on-site groundwater well will not be used during project operations, then it shall be abandoned in accordance with applicable County regulations. If the well will be used for potable purposes (animal or human), groundwater shall first be tested for potential contaminants such as arsenic and fluoride. If elevated concentrations are identified, then the groundwater must be treated before potable use or must be limited to non-potable uses.

HAZ-3 If the on-site irrigation pipes are removed, they shall be tested for asbestos. If asbestos is reported in the pipe in concentrations that exceed regulatory limits, then it shall be removed and disposed in accordance with local and state guidelines, and under the guidance of a state-certified Asbestos Consultant.

HAZ-4 Prior to removal, the existing on-site shop and other buildings shall be surveyed for asbestos in accordance with County demolition guidelines. The survey shall be overseen by a state-certified Asbestos Consultant, and provide results regarding the presence of asbestos-containing materials, their location, estimated quantity, and recommendations for removal, containment, and disposal.

HAZ-5 The grading and general contractors shall monitor site disturbing operations for visible soil staining and odor, as well as the presence of unknown hazardous material sources during on-site soil excavations. If evidence of hazardous materials contamination or sources, such as buried 55-gallon drums or underground storage tanks, are suspected or identified, then an environmental professional shall be retained to evaluate the proper course of remedial action.

HAZ-6 Prior to the initiation of project-related site disturbance and in consultation with the Department of Toxic Substance Control, additional soil sample collection and testing shall be conducted across the site, including around the existing ag buildings and in areas where soil contamination has been identified. Sampling shall also be conducted at locations such as pits, sumps, or other underground waste disposal areas where agrochemicals or other potentially hazardous materials may have been prepared or disposed of. Said sampling and testing shall be performed in conformance with the Department of Toxic Substance Control's "Interim Guidance for Sampling Agricultural Properties" (DTSC, 2008). The results shall be reported to County Environmental Health and shall be found to be acceptable prior to the initiation of site disturbing activities.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects caused by reasonably foreseeable upset and accident conditions involving the release of hazardous materials, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures HAZ-1 through HAZ-6, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

The Phase 1 ESA prepared for the project site identified one recognized environmental condition (REC) on the site, as well as four other environmental conditions (OECs). The Phase 1 ESA also concluded that there is a low potential that contaminants from off-site properties have migrated to the subject site and impacted the underlying soil and/or groundwater. The report found no record of historical RECs on the site, which are past releases that have been remediated to below residential cleanup standards and given regulatory closure. Multiple aboveground tanks, drums of 30- and 55-gallon capacities, and smaller containers holding potentially hazardous materials occur on the site. These potentially hazardous substances are mostly related to maintaining agricultural equipment and other agricultural activities conducted on the site and include fuels, waste oil,

pesticides, and fertilizers, as well as oils, lubricants, and solvents. Except for the REC identified in the ESA, significant releases of these materials were not reported or observed at the site.

The identified REC is waste oil spilled from a 55-gallon drum located approximately 85 feet south of the shop building on the site. The resulting stained and odorous soil covers an area approximately 5 feet in diameter and 2 feet deep. An additional, and smaller spill, not identified as a REC, occurred in the eastern portion of the shop building. This spilled waste oil, from a 5-gallon bucket, was observed as having affected an area of approximately 4 by 6 feet, and a depth of one foot. **HAZ-1** provides measures to mitigate the potential impact associated with these spills of waste oil.

Given that the project site has been in use for agriculture for multiple decades, it was suspected that pesticides would be present in superficial soils on the property. The Phase 1 ESA determined that levels of pesticide concentrations exceeding regulatory limits are not present on the soils covering the subject site. A groundwater well is located on the subject site and its use will be limited to landscape and arena irrigation and watering. As stated in **HAZ-2**, if the groundwater on-site will be consumed, then it should be first tested for contaminants including arsenic and fluoride. If contaminants are present, then the water should be treated before use.

Four OECs were identified on the subject site. These conditions were judged to have a relatively low probability of resulting in a significant contaminant impact to the site but should be considered in project planning and risk management. Two of the conditions refer to the use of on-site well water and reports of elevated arsenic concentrations. These OECs are addressed by the implementation of **HAZ-2** if necessary. The other two identified OECs pertain to asbestos. The four on-site shelters and one shop building are all comprised of steel beams and corrugated sheet metal. Materials potentially containing asbestos were not observed in the four shelter structures. The shop building contains a storage container that has been converted into an office, storage room, and bathroom. While no asbestos was observed in the building or container, the suspected date of construction of the container (ca. 1978 - 1981) indicates the potential for asbestos-containing materials. Additionally, based on aerial photographs, approximately 6-miles of irrigation pipe were placed beneath the project site in the early 1950s. It is possible that this pipe could be comprised of asbestos-concrete (transite). While testing for asbestos-containing materials in the container or in the irrigation pipe has not been conducted, precautionary measures are recommended in **HAZ-3** and **HAZ-4** to reduce potential exposure. Finally, given the long-term agricultural activities on the site, unknown hazardous materials sources may occur underground. It is recommended in **HAZ-5** that during soil excavations for project construction, monitoring be conducted for evidence of potential material spills or sources, such as unanticipated underground drums or storage tanks. While these conditions are not anticipated, monitoring during excavation, grading, or other ground-disturbing activities will ensure that proper action can be taken should contamination or sources be identified.

Construction and operation of the project reservoir will not involve the routine transport, use, or disposal of hazardous materials. The reservoir will be of welded steel on a concrete pad. Once in operation, CVWD staff will make periodic trips to inspect the reservoir. Construction and operation of the project reservoir will not result in a significant potential for reasonably foreseeable upset or accidents involving the release of hazardous materials into the environment. Impacts will be less than significant.

Overall, while multiple sources of potentially hazardous materials may occur on the subject site, mitigation measures have been provided to ensure that a significant hazard to the public or the environment will not occur as a result. The hazardous materials identified on-site primarily have a risk of toxicity with exposure or consumption. With implementation of **HAZ-1** to **HAZ-6** the project will not 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.

Located in an ALUP or 2 miles of a public airport

The project site is located almost entirely within Airport Land Use Compatibility Plan (ALUCP) Land Use Compatibility Zone D, which is characterized as an area associated with primary traffic patterns and runway buffer areas. The small remaining portion of the project site is located in Zone E, which is associated with other airport environs.

The ALUCP prohibits hazards to flight, which includes physical, visual and electronic forms of interference, as well as land use development that may attract birds. Zone D requires airspace review if proposed structures would exceed 70 feet in height, and Zone E requires airspace review for structures more than 100 feet tall.

The project reservoir site is located outside any airport land use plan and is not located within two miles of a public airport or public use airport. Therefore, construction and operation of the project reservoir will not result in a safety hazard for people residing or working in the project area.

Mitigation Measures

To mitigate potential project specific effects relating to airport safety, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

AIR-1 If the project will include stormwater retention basins, such features must drain within 48 hours following the end of flooding events. Retention structures shall remain dry between such events. Permanent retention of water, defined as outside the above parameters, is prohibited within the separation criteria defined by the FAA and ALUC.

AIR-2 If the developer proposes any long-term water features with untreated water that could allow vegetation in or along the edges of the feature, the following strategies must be applied to minimize the attractiveness to potentially hazardous species:

- The shape of any natural water features shall be engineered to eliminate coves, peninsulas, and convoluted shorelines to create an open structure that is less attractive to species of interest.

- A water clarification system shall be installed to "sterilize" the water and remove organic matter that would otherwise form the base of a food chain that could promote zooplankton, macroinvertebrates and larger species that would feed on.

- The walls of any potential water features shall be designed with steep sides in order to limit shallow shoreline access for wading birds, and developed with a sand or gravel shoreline to prevent vegetation from forming. In addition, vegetation shall be prevented from growing along the margins of water features.

- The project shall have staff dedicated to maintenance of any potential water features. This maintenance would involve cleaning of debris, and removal of vegetation and algae.

AIR-3 Equestrian buildings, including stables and arenas, shall include measures to deter birds from using such structures for shade or cover, as well as for nesting or roosting. Facilities for housing animals, feed production areas, feed troughs, and manure may also attract birds, and thus require mitigation. The following design and passive deterrence measures, as appropriate, will serve to avoid and/or minimize bird-related impacts:

- Stables, arenas, and other structures shall be designed to minimize open, exposed ceilings with perching sites available.

- Netting may be applied inside stables, arenas, and other structures to limit access to I-beams or other such supporting structures that may be favorable perching sites. Anti-perching spike strips may also be applied to favorable perching sites.

- Feeding troughs, feed storage areas, or feed bins should occur under shade or other covered structures to limit visual exposure to flocking birds.

- Minimize or preclude standing water in irrigated hayfields or other grazing areas. Water applied to such areas shall be limited to what is necessary to control dust or maintain vegetation and shall not be allowed to accumulate in puddles or along furrows.

- Riding, training, and competition areas with grassy covering should use drought resistant grass species to minimize water use.

- Manure shall be routinely removed from facilities and training areas and contained for disposal to avoid exposure to wildlife.

AIR-4 If the project will include a miniature golf course, it shall be constructed using artificial turf. No water features should be included as part of the course design.

AIR-5 The project shall ensure that landscape plans, including for the equestrian center, are compliant with the Riverside County ALUC landscaping guidelines. The guidelines include:

- Vegetation used on site shall be suitable for xeriscape landscapes to minimize the need for irrigation.

- Vegetation that produces seeds, fruits, or berries, or that will provide dense cover for nesting for roosting should be avoided.

AIR-6 All household or industrial trash that includes organic material or food items shall be contained and covered at all times.

- Manure generated in both community and individuals stables and horse training and competition areas shall be removed in conjunction with daily maintenance of facilities.

- Dumpsters and household trash containers shall have lids that remain closed and that cannot be breeched or opened by birds or other wildlife.

- Signs should be prominently placed in strategic locations to ensure that concessions and patrons using on-site swimming pools, recreational facilities, miniature golf courses, and clubhouses shall not intentionally or unintentionally feed birds anywhere on site. The no feeding policy shall be strictly enforced and shall be a mandatory inclusion in project covenants governing residents and guests.

AIR-7 In addition to the passive deterrent measures provided above, wildlife management may include additional active deterrent measures, as necessary. Examples of possible active deterrent measures include:

- Maintenance personnel trained and equipped to disperse birds that may attempt to access the facility. Such active harassment would be particularly important for the equestrian facilities and for any water bodies.

- Sonic devices, particularly long-range hailing devices with focused, high-decibel sound may be used to deter birds from the site.

- Other methods of active deterrents, each with specific requirements and limitations include: remote-controlled devices such as drones, trained dogs, trained birds of prey, lasers, and removal of nests.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to airport safety, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures AIR-1 through AIR-7, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

According to the ALUCP, Land Use Compatibility Zones D and E have a low safety risk level. The proposed development densities and future occupancy levels fall within allowable or conditionally allowable ranges. The potential visitor densities at the equestrian center planned in PA-1 and the proposed residential density in Planning Area 2, were determined by the ALUC to be consistent with county-wide airport policy and with the Jacqueline Cochran Regional Airport (JCRA) Land Use Compatibility Plan. The Airport Land Use Commission (ALUC) concluded that the proposed project would not result in a significant safety hazard, whether from noise or emergency landings, for people residing or working in the project area, and determined the project to be consistent with county-wide and airport-specific policies.

The project proposes buildings and structures no taller than 65 feet and thus would not result in physical hazards to flight related to tall objects. Nonetheless, the project proponent prepared and submitted an obstruction evaluation application with the Federal Aviation Administration (FAA). This application serves to allow the FAA to further evaluate the project and potential obstructions to navigation. The FAA conducted an aeronautical study and on June 12, 2023, the FAA issued a "*Determination of No Hazard to Navigation*" and found that the project will not adversely affect operations at the airport.

Pursuant to consultation with ALUC staff, the project proponent prepared a Wildlife Hazard Management Plan (WHMP) and report addressing the potential attraction of birds as a land use compatibility issue. Various water bodies, including puddles, irrigation canals, stormwater detention/retention ponds, recreational lakes, and sewage treatment plant ponds occur in the project area. The Salton Sea is also located approximately 8.4 miles south of the subject site. Wildlife species, including birds, have the potential to be attracted to these water bodies, as well as to the various agricultural activities in the area. An existing equestrian facility to the northeast of the project was found to have small numbers of birds on the site. According to the WHMP report, the FAA Wildlife Strike Database reports strike rates for the Jacqueline Cochran Regional Airport as being well below those observed at other airports of a similar size.

At the time that the WHMP was prepared, fields on the subject site were plowed and supported almost no vegetation. Only a few small birds were observed on the site at this time; however, it is possible that larger bird aggregations could be attracted to the site during active cultivation. The surveys for wildlife in the surrounding area focused on an approximately 5-miles radius around the subject site, but also extended to the Salton Sea due to its importance for wildlife. The survey observed 99 species of bird and eleven species or mammal or their sign in the area; however, the vast majority of these species were not observed directly on the project site.

Overall, the WHMP found that some features of the proposed project, including the equestrian facilities and operations, landscaping, food and trash management, as well as any potential water bodies, have the potential to attract wildlife to the subject site. The report concludes that without proper project design or the implementation of appropriate mitigation, the project could create a moderate risk of bird strikes to aircrafts operations from the JCRA.

Compliance with the provisions of the WHMP were incorporated in the ALUC's project conditions of approval and EIR Mitigation Measures, which will ensure that potential wildlife-related

obstructions to airport safety will be less than significant. Mitigation Measures AIR-1 through AIR-7 set forth both passive control and active deterrent measures to ensure that wildlife will not be attracted to the project site such that a safety hazard could occur as a result. Proper implementation of the provided measures will ensure that any potential risks resulting from the project will be less than significant.

HYDROLOGY AND WATER QUALITY

Comply with water quality standards or waste discharge requirements

Construction at the site would entail the use of heavy equipment and associated potentially hazardous materials, such as fuels (gasoline and diesel), oils and lubricants, and cleaners (e.g., solvents, corrosives, soaps, detergents), which are commonly used in construction projects.

Ground-disturbing activities during construction could result in increased soil erosion and input of sediment into water sources. The existing soils are generally very dry and subject to fluvial and wind erosion. With the proposed project, grading, excavation and other ground-disturbing activities may contribute to soil erosion.

The proposed project will convert approximately 619.1± acres of active cropland into a series of urban uses. The project incorporates a diverse system of on-site stormwater facilities, including extensive open lands associated with the equestrian center (PA-1). During the months of October through April, the project equestrian center is expected to generate a substantial waste stream of horse manure. Based upon a peak horse occupancy of 2,700 animals the project could generate up to 140,000± pounds of manure daily. The project is to connect to the CVWD sanitary sewer system adjacent to the site and no on-site septic tanks are contemplated. Existing and future off-site stormwater drains are planned by CVWD along the site's south and west boundaries.

The project reservoir site has been partially developed for multiple tanks. To accommodate the future project reservoir the existing 25-foot earthen berm will be shifted 35± feet to the north (downslope) and will continue to isolate the reservoir site from tributary flows by the berm. Water to be delivered to the subject reservoir will be from CVWD wells.

Mitigation Measures:

To mitigate potential project impacts to water quality standards, waste discharge requirements or surface or ground water quality, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

HYD-1 Project Plan Review

Prior to finalizing the hydrologic design and engineering plans for project stormwater improvements, said plans shall be reviewed and approved by County Planning and CVWD to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.

HYD-2 NPDES Requirements

The proposed project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

HYD-3 General BMPs

The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction best management practices (BMPs) considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed;
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

HYD-4 Stormwater Pollution Prevention Plan (SWPPP)

The construction contractor shall implement a County-approved SWPPP during construction of the project. The SWPPP shall identify specific BMPs that will be implemented during project construction. BMPs implemented as a part of the project will ensure that the project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit. Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion. Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.

a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.

b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.

c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.

d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.

e) Along the project's south boundary and adjacent to or within the project construction area, the contractor shall install sediment barriers along the edge of the construction right-of way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains.

f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.

g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.

h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

HYD-5 Petroleum BMPs

To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented:

a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products.

b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from delineated streams and other drainages. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations.

c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids.

d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of drainages.

e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility.

f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The project contractor shall be prepared year round to deploy and maintain erosion control BMPs associated with the project.

g) Existing off-site ag drains shall be carefully maintained in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.

HYD-6 The project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.

HYD-7 Manure storage areas shall be constructed in an approved manner that protects against surface and groundwater contamination. If storage is to occur on a soil pad, said pad shall be constructed in a manner consistent with the following guidelines:

a) Soils used for the pad should have at least 30% of the particles passing a #200 sieve, less than 20% retained on a #4 sieve, and no rocks greater than 3 inches. (Sieve analysis according to ASTM D-422)

b) Soils should have a plasticity index greater than 7% (ASTM D4318)

c) Soils during placement should be maintained at a moisture content of 0 to 5% above optimum (ASTM D-698 or ASTM D-1557 during construction)

d) Soils should be placed in multiple lifts and compacted with at least three passes of a "sheeps-foot" type roller with feet that extend through the loose lift and into the previously compacted lift or compacted until achievement of 90% of standard proctor density, verified (ASTM 2922) at a frequency of one sample per 3,000 sq ft.

HYD-8 Manure storage areas shall be placed minimal distances from sensitive uses, as set forth below:

Sensitive Area	Minimum Separation Distance (feet)
• Property line	50-100
• Residence or place of business	200-500
• Private well or other potable water source	100-200
• Wetlands or surface water (streams, pond, lakes)	100-200
• Subsurface drainage pipe or drainage ditch discharging to a natural water course	25
• Water table (seasonal high)	2-5

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the potentially significant impacts associated with exceeding wastewater discharge requirements and impacts to water quality described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures HYD-1 through HYD-8, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

During construction, accidental spills could occur and potentially cause a discharge of hazardous materials to surface or groundwater and violating water quality standards. Preparation of staging areas and construction site prior to construction will be required. Soils in the project area would be disturbed during construction as a result of excavation and grading, and during construction and use of access roads. Erosion would be limited by application of a variety of methods and materials to stabilize disturbed surfaces, including on-going site watering, which is planned as part of project construction. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste that could affect the human use environment if not properly managed. The use and maintenance of these facilities, however, is regulated, and any contractor engaged to provide the service will be subject to and must implement these regulations.

Construction BMPs required by Mitigation Measures HYD-3, 4 and 5 will effectively reduce or avoid the discharge of any pollutants of concern that might enter nearby receiving waters by establishing limits of construction and the use of a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion.

Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as detention basins, silt fences, and dust control;
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Vehicle tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

To protect water quality during construction, SWRCB's existing construction policy (Construction General Permit Order 2009-0009-DWQ) will require the development of a project specific construction SWPPP in compliance with the State's General Construction Permit.

By following the procedures outlined in the mitigation measures as well as the SWPPP, impacts to water quality associated with construction activities would be less than significant because pollution, contamination or nuisance as defined in Section 13050 of the CWC or violation of regulatory standards as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for receiving water body would be minimized and less than significant with mitigation.

The project has been designed to retain on site all incremental runoff from the 100-year storm (2.66 inches in 6-hour storm) and will have 51± acres of retention area dispersed across 13 basins across nine drainage areas to accommodate this runoff. Onsite stormwater will be conveyed to these basins in a non-erosive manner and expected to infiltrate basin soils within 48 hours of a major event. The depth of the soil column and vegetation in some basin locations will serve to bioremediate runoff before and during retention and infiltration. Manure storage areas are to be constructed in an approved manner that protects against surface and groundwater contamination. An operations plan has been developed addressing the handling and management of these materials, which are to be removed from the site on a daily basis and hauled to an approved disposal or composing facility.

The proposed project area of disturbance lies outside areas planned for CVWD drainage facilities and will not interfere with the construction or operation of these future facilities. Therefore, the proposed project is not expected to violate any water quality standards or waste discharge requirements and will not substantially degrade surface or ground water quality. Impacts will be less than significant.

The reservoir will be constructed and operated in accordance with applicable water quality regulations of the California regional Water Quality Control Board. Standard BMPs will be implemented during reservoir construction. Neither the construction nor operation of the project

reservoir will violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts will be less than significant.

Impacts related to drainage, erosion or siltation, surface runoff, stormwater drainage system capacity and flood flows.

The proposed project is located on generally flat to gently sloping terrain that drains to the southeast. The site does not receive any tributary flows, which are intercepted by local streets and an extensive network of agricultural drains. The existing drainage pattern on site will not be altered and the proposed plan calls for a series of on-site stormwater retention basins that will preclude any alteration to the local drainage pattern. A detailed grading and drainage plan and associated hydrology analysis have been conducted and will be reviewed by the County and CVWD.

The stormwater runoff from the developed site will be retained and managed on site and will not substantially increase the rate or amount of runoff in a manner that could cause flooding on-site or off. As such, the project will not rely on off-site stormwater facilities, will not create or contribute runoff to such facilities that would exceed the capacity of existing or planned stormwater drainage systems, and will not cause additional sources of polluted runoff.

Currently, the project site is fully disturbed, in active cultivation, and is subject to both wind and water erosion. Section 2.5 of the DEIR discusses impacts to Geology and Soils, specifically the potential for wind erosion during project construction, and sets forth a variety of mitigation measures and BMPs to ensure that wind erosion impacts are less than significant. Site grading and development will be conducted in a controlled manner, implementing a variety of construction BMPs required by Mitigation Measures HYD-2, HYD-3 and HYD-4, which will effectively reduce or avoid the discharge of turbid water or siltation of any water body.

Mitigation Measures

To mitigate potential project impacts related to drainage, erosion, surface runoff, stormwater drainage system capacity and flood flows the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

HYD-2 NPDES Requirements

The proposed project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

HYD-3 General BMPs

The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;

- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed.
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

HYD-4 Stormwater Pollution Prevention Plan (SWPPP)

The construction contractor shall implement a County-approved SWPPP during construction of the project. The SWPPP shall identify specific BMPs that will be implemented during project construction. BMPs implemented as a part of the project will ensure that the project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit. Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion. Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.

a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.

b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.

c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.

d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.

e) Along the project's south boundary and adjacent to or within the project construction area, the contractor shall install sediment barriers along the edge of the construction right-of way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains.

f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.

g) project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.

h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the potentially significant impacts associated with drainage, erosion, surface runoff, stormwater drainage system capacity and flood flows described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures HYD-2 through HYD-4, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

With appropriate on-site stormwater capture, conveyance and retention, the proposed project is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. The difference in stormwater runoff between the undeveloped and developed state will be retained on site. Furthermore, the project has been designed to retain on site all incremental runoff from the 100-year storm and will provide 51± acres of retention area dispersed across 13 basins in nine drainage areas to accommodate this runoff.

The planning area includes large areas of active cultivation and CVWD maintains numerous agricultural drains that intercept high groundwater and other runoff and conveys them to the Coachella Valley Stormwater Channel to the east. Therefore, in the project area sheet flows prevail and concentrations of flows are along paved roadways. The project will not substantially interrupt, imped or redirect local or regional flows and impacts will be less then significant.

Potential sand and silt discharges that might enter nearby receiving waters will be avoided and minimized using a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion. With this mitigation, impacts will be less than significant.

The project reservoir site has been partially improved for construction of multiple tanks. Site drainage is isolated by an existing 25-foot earthen berm, which will be shifted 35± feet north to

accommodate the project reservoir. Therefore, construction of the project reservoir will not alter the existing drainage pattern on-site or in the vicinity. Neither will construction and operation of the project reservoir result in substantial erosion given that the site is isolated from the surrounding drainage patterns. The construction of additional impervious surfaces at the project reservoir site will be limited to the surface area of the project tank. Surface runoff during storm events will not significantly contribute to the potential for on-site or off-site flooding. No new drainage or flood control facilities are required, and the project reservoir will not impede or redirect local flood flows. Therefore, impacts will be limited and less than significant.

MINERAL RESOURCES

Impacts to a Unique Paleontological Resource, Site or Unique Geologic Feature

The project site and surrounding valley floor are designated with a "High" potential for sensitive paleontological resources based on 1999 resource data (Riverside County General Plan 2015). The project site has been disturbed by extensive agricultural activity for many years, including mass grading, installation of sub-surface tile drains, a network of main and lateral irrigation lines, and field discing multiple times a year. Prior to construction of the USBR Dike 4 flood protection levee to the west, the project site was subject to sediment deposition from mountain and foothill runoff.

Buildout of the proposed project is not expected to have significant adverse impacts on any unique paleontological resources or unique geologic feature. Nonetheless, the paleontological resources reports recommend measures to ensure that impacts will be less than significant. There are no unique geologic features on the site or in the vicinity.

The Middleton reservoir site is designated as having a "Low" potential to yield important paleontological resources (Riverside County General Plan Exhibit OS-8). It is located on deep alluvium at an elevation of 61± feet above sea level and above the highest stand of Ancient Lake Cahuilla. The Middleton reservoir site currently hosts one 2.5 mg tank. Given the site's developed state, development of the project reservoir is not expected to result in the direct or indirect loss of a known unique paleontological resource or site, or unique geological feature. There will be no significant impacts to paleontological resources from development of the project reservoir.

Mitigation Measures:

To mitigate potential project impacts to paleontological resources, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

PALEO 1 The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

PALEO 2 The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted for approval by the County Geologist prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in

addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

a) A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

b) PRIMP must be accompanied by the final grading plan for the subject project.

c) Description of the proposed site and planned grading operations.

d) Description of the level of monitoring required for all earth-moving activities in the project area.

e) Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f) Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g) Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h) Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i) Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j) Procedures and protocol for collecting and processing of samples and specimens.

k) Fossil identification and curation procedures to be employed.

l) Identification of the permanent repository to receive any recovered fossil material.

*Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

m) All pertinent exhibits, maps, and references.

n) Procedures for reporting of findings.

o) Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and

curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution. All reports shall be signed by the qualified paleontologist responsible for the report's content. All reports shall also be signed by all other parties responsible for the report's content (e.g. Professional Geologist), as necessary a signed electronic copy of the report, project plans, and all required review applications shall be uploaded to the County's PLUS Online System.

Please use the following for this purpose: https://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/Filing_Instructions_Paleontological_Report_Review_Application.pdfhttps://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/PLUS_Online_Upload_Instructions_Paleontology.pdfhttps://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/Supplemental_Information_Form_PALEO.pdf.

Reports and/or review applications are not to be submitted directly to the County Geologist, project Planner, Land Use Counter, Plan Check, or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP. (Safeguard Artifacts Being Excavated in Riverside County (SABER)).

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for potentially significant impacts to paleontological resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measure PALEO-1 and PALEO-2, as recommended in the Final EIR, which has been adopted by the County and is enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

The project site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. Based upon these previous disturbances and the nature of the fluvial deposits at and around the project site, the project area has a low potential to harbor significant vertebrate fossil remains and none were found during site surveys. Resources observed on site included scattered Holocene era shells and shell fragments as were shell fragments of a species of Holocene era freshwater mussel. No fish bone or other vertebrate fossil remains were observed during field surveys. The project site has been deeply disturbed during the installation of tile drains and ongoing discing and cultivation. Extensive research, specimen collection and documentation have been conducted in the area and there is limited potential for new species of invertebrates beyond those identified above and studied extensively. The two paleontological

resource assessments (CRM TECH 2006 and 2022) established site-specific conditions and the likelihood of occurrence of important new resources on the project site. With implementation of the project-specific paleontological monitoring plan according to the established standards described in Mitigation Measures PALEO-1 and PALEO-2, potential impacts to paleontological resources will be reduced to less than significant levels.

NOISE

Consistency with Established Noise Standards/Increases in Ambient Noise Levels

Buildout of the proposed project will involve site preparation, excavation and grading, building construction, paving, and other noise generating activities, which will result in localized and temporary increases in ambient noise levels.

New project-related noise sources are expected to include vehicle traffic, waste management activities, as well as the operation of roof-top air conditioning units, future CVWD well sites, and the proposed IID substation. The equestrian center will include multiple horse rings that also serve as event space for horse shows and related events. The equestrian center may also include a low-volume PA system.

The project reservoir site is located approximately 2.4 miles southwest of the project site, currently hosts a CVWD 2.5 million tank and is planned for multiple tanks. The existing reservoir site is fully graded and located behind a 25-foot earthen berm with existing access and site security. The reservoir site is located in a relatively isolated location on the lower portions of the Martinez Canyon alluvial fan. Development of the project reservoir will involve shifting the existing berm approximately 35 feet to the north, pouring of a concrete tank pad and construction of the tank, which will be comprised of welded steel. While construction noise levels are expected to be limited and to not exceed County or CVWD standards, they will be further mitigated by the 25-foot earthen berm surrounding the reservoir site. There are no sensitive receptors in the vicinity of the reservoir site. There will be limited and essentially undiscernible noise emanating from the site follow completion of construction. Therefore, impacts will be less than significant.

Overall, the project's potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant with mitigation.

Mitigation Measures:

To mitigate potential increases in ambient noise levels that are inconsistent with established noise standards, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

NOI-1 Detailed noise analysis is required for all future residential land uses. These final noise studies shall combine the recommendations provided in the project-wide Noise Analysis Report with precise grading plans and building design specifications. Prior to the recordation of final maps or the issuance of building permits for planned residential uses, the applicant shall provide precise grading plans and actual building design specifications, as well as

detailed analysis demonstrating the efficacy of the planned noise mitigation measures, including location and height of masonry walls, distance between the noise source and residential lots, and other noise buffers, to ensure that the County of Riverside 65 dBA CNEL exterior noise level standard is met.

NOI-2 Perimeter masonry walls shall extend either to the recommended height above the pad elevation of the lot being shielded, or if the road is elevated above the pad, then the barrier shall be extend to the recommended height above the highest point between the residence and the road. Wall construction shall be in accordance with the specifications set forth in the project Noise Report.

NOI-3 In order to meet the 45 dBA CNEL interior noise level standard established the County of Riverside, all residential units shall meet a 'windows-closed condition' by including a means of mechanical ventilation (e.g. air conditioning). The project's residences shall also provide the following standard building construction measures to ensure the interior noise level standard is met:

- Windows and glass doors: All windows must have a minimum Sound Transmission Class (STC) rating of 27. Hotel and condominiums in PA-5 must provide upgraded windows with a minimum STC rating of 36 for all windows facing Harrison Street and Avenue 64.
- Doors (non-glass): All exterior doors must be weather-stripped and have minimum STC ratings of 27.
- Walls: Any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be installed per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceiling shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic.
- Ventilation: All habitable rooms must be designed such that circulated air will be provided even if exterior doors and windows are closed. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided to satisfy the requirements of the Uniform Building Code.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to increases to ambient noise levels described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures NOI-1 through NOI-3, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Noise

The Noise Analysis prepared for the project collected reference noise levels for standard equipment involved in each construction phase. Pursuant to Federal Transit Administration (FTA) guidance for construction noise assessment, Table 2.15-22 of the Draft EIR shows the combined noise levels for the loudest construction equipment, assuming the equipment is operated at the same time. The FTA provides a construction noise threshold of 80 dBA Leq during daytime hours and 70 dBA Leq during nighttime hours. Table 2.15-23 of the Draft EIR, shows the expected noise levels at the six nearby sensitive receiver locations. Noise levels at the receiver locations would range from 39.4 to 62.9 dBA Leq. which does not exceed the threshold at any of the received locations.

Furthermore, in recognition that construction noise is difficult to control, Riverside County Noise Ordinance (Ordinance No.847) exempts private construction projects located within one-quarter mile of an inhabited dwelling from compliance with the general sound level standards, provided that: construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Construction of the proposed project would abide by these restrictions, further reducing potential noise impacts to nearby sensitive receivers to less than significant levels. Given that construction of the proposed project does not exceed the FTA noise threshold and would be restricted to less noise sensitive daytime hours, impacts related to construction noise would be less than significant.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to construction noise, including Comments C-2, C-8, C-28 (which is a letter from SWAPE attached as Exhibit A to Comment letter C), as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments C-2, C-9, and the attached submission from the Wilson Ihring firm (letters submitted on October 21, 2025 on behalf of CARE CA). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any new or more severe significant adverse effects relating to noise, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-2, C-8, and C-28 and Supplemental Responses C-2 and C-9 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding construction noise.

Operational Noise

The proposed land uses are generally consistent with the proposed urban commercial and residential environment, and noise sources are expected to be similar to those already operating in the surrounding area, including motorsport, equestrian and other activities. The proposed project is expected to generate noise during operations from sources including horse park activities, public address (PA) speaker system, CVWD well sites, IID substation, roof-top air conditioning units, trash enclosure activity, and parking lot activity. As a component of the Noise Analysis, reference noise level measurements were collected from similar types of activities to represent the noise

levels expected with the development of the proposed project. The noise level measurement assumed a worst-case scenario in which all noise sources are operating at the same time. Actual noise activities will likely vary throughout the day and should be lower than those cited on the table.

On-Site:

The Riverside County exterior noise level standard for residential land use is 65 dBA CNEL. The County does not have an established exterior noise standard for commercial land uses. As shown in Table 2.15-13 of the Draft EIR, the unmitigated exterior noise level in the proposed residential planning areas, as measured at the property line, will range from 71 to 78 dBA CNEL, and 75 to 78 dBA CNEL in proposed commercial planning areas. According to the Riverside County Noise Element Land Use Compatibility for Community Noise Exposure matrix, exterior noise levels of up to 80 dBA CNEL are considered conditionally acceptable for non-noise sensitive land uses, provided noise insulation features are included in the design. Typically, conventional construction with closed windows and mechanical ventilation (e.g., air conditioning) suffices. Given that Planning Area 6 does not include any noise sensitive (residential) land uses, no mitigation is required for the projected exterior noise level of 78 dBA CNEL.

The projected noise level on surrounding arterial roadways would exceed the County standards of 65 dBA CNEL for noise sensitive residential land uses for the outdoor living areas (backyards) of residences in Planning Areas 2, 3, and 4. As stated in Policy N 1.5 of the General Plan Noise Element, exterior noise attenuation measures are required for sensitive land uses exposed to transportation related noise levels higher than 65 dBA CNEL. While Planning Area 5 will include sensitive residential uses and will be subject to exterior noise levels exceeding 65 dBA CNEL, the proposed resort condominiums will not include private outdoor living areas (backyards), noise mitigation will be limited to the interior areas of these noise sensitive uses.

The recommended mitigation described in NOI-1 and NOI-2 would ensure that the outdoor areas of residential properties within the project meet the County noise standard of 65 dBA CNEL. Noise barriers ranging from 6 to 10 feet in height are recommended for the residential frontages with Harrison Street, Tyler Street, Avenue 62, and Avenue 64 in order to reduce the outdoor residential noise level to a range of 62 to 65 dBA CNEL. Other noise mitigation measures, such as increased setbacks or the use of berms, could be used in conjunction with the recommended barriers. The residential lot locations and configurations will provide generous setbacks with substantial open space and intra-project roads that separate and will help to buffer the effects of traffic noise. Nonetheless, as provided in mitigation measures NOI-1 and NOI- 2, prior to the recordation of the final tract map or issuance of building permits for the development of future residential uses, a more detailed assessment will be required, based on precise grading plans and building specifications, to make sure that sound impacts will be sufficiently mitigated to 65 dBA CNEL or below.

In addition to exterior noise levels standards, residential and other sensitive land uses are subject to the Riverside County interior noise standard of 45 dBA CNEL. According to the Noise Analysis prepared for the project, interior noise levels can be reduced through typical building construction measures such as weather-stripped solid core exterior doors, upgraded dual glaze windows, mechanical ventilation/air conditioning, and exterior wall/roof assembles free of cut outs or

openings. Typical building construction will provide a noise reduction of approximately 12 dBA with "windows open" conditions, and a minimum of 25 dBA noise reduction with "windows closed" and other typical measures implemented.

Table 2.15-15 of the Draft EIR shows the projected interior noise levels within residential land uses with and without the implementation of typical noise reduction measures. The noise level at the facade of sensitive receptors would range from 62 to 78 dBA CNEL. With the noise reduction of 12 dBA expected from "windows open" building conditions, the interior noise level would range from 50 to 55 dBA CNEL, which exceeds the County interior noise level standard of 45 dBA CNEL. To satisfy the County interior noise standard, all units will require a means of mechanical ventilation (e.g., air conditioning) in order to achieve "windows closed" noise reductions of at least 25 dBA CNEL. Hotel and resort condominium buildings in Planning Area 5 would additionally require upgraded windows in order to achieve the required noise reduction of 34 dBA CNEL. As stated in mitigation measure NOI-3, standard building construction measures, including mechanical ventilation and windows with a minimum Sound Transmission Class (STC) rating of 27, or a minimum STC rating of 36 for PA-5, will be required to achieve the County interior noise standard for residential land uses, impacts would be less than significant.

Off-Site

Table 2.15-17 and 2.15-18 of the Draft EIR show the project related noise level increases that would be experienced at six off-site sensitive receiver locations. As shown in Table 2.15-17, unmitigated exterior noise levels at off-site receiver locations during daytime hours are expected to range from 35.8 to 47.7 dBA Leq. Table 2.15-18 shows the operational noise levels during nighttime hours of 10:00 p.m. to 7:00 a.m. Unmitigated noise levels at off-site receiver locations during nighttime hours are expected to range from 38.4 to 41.6 dBA Leq. Pursuant to County Ordinance 847, the daytime and nighttime noise level standards for sensitive receptors (residential land uses) are 55 dBA Leq and 45 dBA Leq, respectively. As shown in Table 2.15- 19 of the Draft EIR, the operational noise levels associated with the proposed project will not exceed the County's daytime or nighttime noise level standards.

In addition to calculating noise levels, the project was analyzed for noise level increases based on the sensitivity of the receiving land use and the ambient noise level. As shown in Table 2.15-20 and 2.15-21 of the Draft EIR, the proposed project's operational noise increases are expected to result in daytime noise level increases ranging from 0.0 to 0.1 dBA Leq at the receiver location closest to a sensitive receptor (receiver R2) which is the closest residence located immediately east of Tyler Street. According to the Federal Interagency Committee on Noise (FICON) significance criteria for noise sensitive land uses, given that the daytime noise associated with the project would result in noise level increases of 0 to 0.1 dBA CNEL, daytime operational noise would not exceed the FICON significance criteria.

Table 2.15-21 of the Draft EIR also shows that the project is not expected to generate a measurable nighttime operational noise level increase at any of the receiver locations. Operation of the project would therefore not exceed the FICON noise increase criteria for nighttime hours. Overall, the proposed project would not exceed the operational noise level increase significance criteria, including both exterior noise level standards provided by the County and noise level increase

criteria provided by FICON. The impacts of the operational noise generated by the proposed project on nearby receiver locations would therefore be less than significant.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to operational noise, including Comments C-2, C-8, C-9, C-25, C-26, C-27 (which is a letter from SWAPE attached as Exhibit A to Comment letter C), as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments C-2, C-9 and the submission by the Wilson Ihring firm (letters submitted on October 21, 2025 on behalf of CARE CA). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any new or more severe significant adverse effects relating to noise, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-2, C-8, C-9, C-25, C-26, and C-27 and Supplemental Responses C-2 and C-9 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding operational noise.

Traffic Noise

The significance of off-site traffic noise is evaluated based on the magnitude of the noise increase, the existing ambient noise levels, and the location of noise-sensitive receivers. Based on the Traffic Analysis prepared for the project, noise contours were developed for the Noise Analysis to assess the project's incremental 24-hour dBA CNEL traffic-related noise impacts at receiving land uses adjacent to roadways conveying project traffic. The off-site traffic noise analysis measures the impact of traffic generated by the project on existing sensitive receiver land uses.

The project is expected to take eight to ten years for buildout, with an interim Phase 1 to be completed in 2026, and full buildout projected for 2032. The project will not be fully developed and occupied under existing conditions, and therefore the Noise Analysis conducted for the project analyzed the impacts of project-related traffic noise on the existing conditions, the interim Existing plus Ambient Growth plus Cumulative (EAC) (2026) and full project buildout EAC (2032) conditions, as well as the Horizon Year (2045) conditions. According to the significance criteria based on the FICON significance criteria and the standards provided in the Riverside County Noise Element, the EAC (2026), EAC (2032) and Horizon Year (2045) scenarios would all experience less than significant noise level increases as a result of traffic generated by the proposed project.

Although, one roadway segment (#5) under the Existing plus project would experience a significant noise level increase as a result of the project-related traffic, the project will not be fully developed and occupied under the existing conditions, but rather under future conditions after the expected eight-to-ten-year buildout period. Since the Existing plus project conditions do not have the potential to occur, potential impacts resulting from this scenario do not warrant further consideration.

Given that the EAC (2026), EAC (2032) and Horizon Year (2045) scenarios would all experience less than significant noise level increases as a result of traffic generated by the proposed project, impacts to existing sensitive receivers would be less than significant.

On-site traffic noise is evaluated in terms of both interior and exterior noise standards. The Noise Analysis conducted for the project considered the impact of traffic noise on land uses within the proposed development. The project would mainly be impacted from traffic noise emanating from the surrounding arterials roadways: Harrison Street, Tyler Street, Avenue 62, and once built out, Avenue 64. While internal roadways within the site would also generate some noise from on-site traffic, the Noise Analysis concluded that noise from these sources would not make a substantive contribution to ambient noise conditions due to topography and low traffic volume and speed.

TRIBAL CULTURAL RESOURCES

Impacts to historical resources and tribal cultural resources

Although no historical or archaeological resources were found in the project area, construction of the project would involve ground-disturbing activities such as grading and surface excavation, with the potential to unearth or adversely impact previously unidentified significant tribal cultural resources.

Through Tribal consultation, the Torres Martinez Band of Desert Cahuilla Indians, the nearest group to the project site, recommended archaeological testing and a plan for recovered archaeological materials and requested Native American monitoring during construction. The resource assessments and agency consultations indicate that no potential "historical resources" have been identified within or adjacent to the project area. In addition, the Native American Sacred Lands File identified no properties of traditional cultural value in the project vicinity, and no notable cultural features were known to be present in the project area throughout the historic period. The assessment by project archaeologists determined that testing is not warranted.

The Middleton reservoir site has been developed to accommodate multiple water tanks and currently hosts one 2.5 mg reservoir. The existing 25-foot high earthen berm will be shifted north 35± feet to accommodate the new project 5 mg reservoir. The reservoir portion of the proposed project will require limited new site disturbance and will be largely limited to shifting the berm location and constructing the pad/foundation for the new reservoir. The Middleton site is located on deep alluvium and is not located near ethnobotanically important resources or a potable water source. No impacts to Tribal cultural resources are anticipated at the reservoir site.

Mitigation Measures:

To mitigate potential project specific and cumulative effects relating to Tribal Cultural Resources, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

CUL-1 Concurrent with the initiation of ground disturbing activities, a Native American monitor shall be present on site to observe earthwork and related activities (including any archaeological testing and surveys). If during ground-disturbance activities, including grading, excavation and other construction activities, unanticipated cultural resources are discovered, the following procedures must be followed: All grading and construction activities within 100 feet of the discovered cultural resource must be halted and the applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be organized convening appropriate parties, potentially including the developer, the project

archaeologist, Native American tribal representatives, and the County Archaeologist, to discuss the significance of the find. The convened parties shall decide upon the appropriate treatment for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance must not resume within the area of the discovery until the appropriate treatment has been accomplished.

CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

Finding:

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the State CEQA Guidelines, the County Board of Supervisors finds that, for each of the significant effects relating to Tribal Cultural Resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures CUL-1 and CUL-2, as recommended in the Final EIR, which have been adopted by the County and are enforceable through the MMRP and project conditions of approval.

Facts in Support of Finding:

The proposed project would result in the grading of the entire property, as well as portions of adjoining roads. As discussed in Section 2.7 regarding Cultural Resources, no historical or archaeological resources were found in the project area. The historical records search conducted for the project found no historic sites or resources in the immediate vicinity of the subject site. Records of such historic isolates were identified, but these resources are not in the immediate vicinity of the site, and thus would not be impacted by the project. The records search conducted by the NAHC for the project found no results in the Sacred Lands Files identifying Native American cultural resources in the project area. Scattered refuse was observed along the project boundaries during the field survey, however, none of these items appear to be from early historic or prehistoric periods, and none of them demonstrated any historical or archaeological value.

No specific evidence indicating the presence of tribal cultural resources on the subject site was encountered during the cultural resources survey. However, archaeological resources can be buried or otherwise made obscure by land disturbance, including activities associated with agriculture and other types of disturbance known to have occurred on the project site. As such, CUL-1, provided in Section 2.7, establishes procedures to ensure the proper treatment of cultural resources, including tribal cultural resources, should any unanticipated resources be discovered during project grading or construction. In addition, CUL-2, provided in Section 2.7 requires compliance with

California Health and Safety Code §7050.5 and Public Resources Code §5097.98(b) to ensure that the project's impacts associated with human remains would be less than significant.

Given that no evidence of tribal cultural resources was found on record or observed on the site, the project is not expected to impact any such sites, features, places, landscapes, or objects. If an unanticipated resource of value to a California Native American tribe is encountered during ground disturbing activities, CUL-1 provides measures to ensure that the resource(s) would be handled appropriately. Impacts would be less than significant with mitigation.

IV. FINDINGS REGARDING IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

The Final EIR also determined, based upon substantial evidence in the record, the following impacts associated with the project are less than significant and no mitigation is required. The County hereby adopts the findings, analysis, and conclusions regarding these potential impacts set forth in the Final EIR and incorporates the same herein by this reference.

AGRICULTURE AND FORESTRY

Cause Development of Non-Agricultural Uses (Ordinance No. 625 "Right-to-Farm")

The Riverside County Right-To-Farm Ordinance and the state statute it implements aim to conserve the continued viability of agricultural land by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The Ordinance prevents any tentative land divisions occurring within 300 feet of land zoned for agricultural purposes from declaring the existing agricultural operations as a nuisance. Nearby properties designated by the County for agricultural use and occurring within 300 feet of the project site include 80± acres comprised of two horse ranches and meadows at the southeast corner of Avenue 62 and Tyler Street, and the long-fallow lands being the east one-half of Section 8 to the immediate south of the subject site, which are located within the Torrez Martinez Reservation. As such, the project has the potential to cause development of non-agricultural uses within 300 feet of these agriculturally zoned properties, however impacts would be less than significant.

Finding:

The County Board of Supervisors finds that the proximity of the project to agricultural uses will not result in a public of private nuisance and project's impact to the Right-to-Farm ordinance and the state statute it implements will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding.

Although the project will include development of non-agricultural uses within 300 feet of agriculturally zoned property, the surrounding roadways and the project's perimeter improvements will provide a sufficient buffer to prevent interfering with the limited agricultural uses in the vicinity of the project. In addition, the project is subject to the notice requirements of Ordinance No. 625, which further ensures that the proximity of the project to agricultural uses will not result in a public or private nuisance.

AIR QUALITY

Construction Emissions: Cumulatively considerable net increase of any criteria pollutant

Construction of the project and off-site water reservoir (without mitigation) are shown in Table 2.5-7 of the Draft EIR to not exceed SCAQMD daily thresholds for any criteria air pollutants. The data represent maximum daily unmitigated emissions over the seven-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1. The emissions in Table 2.5-7 represent the maximum daily unmitigated emissions across summer and winter conditions. Given that SCAQMD's thresholds for criteria air pollutants will not be exceeded during unmitigated construction activities and would therefore not result in a cumulatively considerable net increase of any criteria pollutant. Impacts are considered less than significant.

Mitigation Measures:

While impacts would be less than significant without mitigation, mitigation measures AQ-1 and AQ-2 are intended to further reduce emissions of particulate matter, NOx and ROG to the greatest extent practicable. The following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

AQ-1 Dust Control

The project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include:

- Treat and stabilize soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water of site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions;
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation;

- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

- Dust suppressants shall be applied on all unpaved roads within the project construction footprint.

- Limit vehicle speeds on unpaved roads to 25 mph.

AQ-2 Construction Equipment Emission Reductions

The following measures will reduce NOx and ROG emissions from construction equipment:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)

- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.AQ-1

Finding:

The County Board of Supervisors finds that finds that the project will not have significant or cumulatively considerable contributions to air quality effects related to criteria pollutants described above and further discussed in the Final EIR, and finds that all such effects are less than significant. No mitigation measures are necessary. While impacts would be less than significant without mitigation measures, implementation of the project design features and mitigation measures AQ-1 through AQ-2 are intended to further ensure construction emissions are reduced to the greatest extent possible, and these measures are hereby adopted and will be implemented consistent with the MMRP.

Facts in Support of Finding:

The construction phase would include demolition of the existing agricultural sheds and structures, site preparation, excavation and grading, paving, building construction, and application of architectural coatings. Worker and vendor trips would be required throughout the construction phase. For analysis purposes, it is assumed that building construction, paving, and the application of architectural coatings will occur in staggered, overlapping phases. Construction of the water tank would include grading, construction of the tank, and the application of architectural coatings. While impacts would be less than significant without mitigation, mitigation measures AQ-1 and AQ-2 are intended to further reduce emissions of particulate matter, NOx and ROG to the greatest extent practicable. AQ-1 reiterates the requirement for a dust control plan per SCAQMD Rule 403.1, and AQ-2 intends to reduce construction equipment emissions by limiting the idling of heavy-duty diesel equipment and requiring the use of a diesel oxidation catalyst in all off-road equipment used during the grading phase in construction of the project and the water tank. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions. Impacts would be less than significant.

Create objectionable odors

The project has the potential to result in short-term odors associated with the operation of heavy equipment during grading, building construction, and other construction activities. Construction-related odors would be limited and temporary and quickly dispersed below detectable levels as distance from the construction area increases.

The project's equestrian operations could pose a long-term impact to local air quality. Based on a peak horse occupancy of 2,700 animals, the project could generate up to 140,000± pounds of manure daily. The project also proposes the development of two sewer lift stations in PA-4.

The proposed restaurants and other commercial uses could have the potential to generate odors during operations. The proposed off-site water tank will contain domestic water supplies and would not result in objectionable odors or other emissions. The Middleton Water Reservoir site is located more than a mile from any sensitive receptors. No impacts would result from the reservoir.

Finding:

The County Board of Supervisors finds that the project is consistent with all applicable air quality plans and will not result in any objectionable odors. The County Board of Supervisors further finds that the project's odor related impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. The project's equestrian operations could pose a long-term impact to local air quality. In particular, animal waste generated in the equestrian center could generate nuisance odors if not managed properly. Project manure management will include distributed short-term (intra-day) concrete storage areas and centralized handling in the back-of-house area adjacent to the IID substation site and away from any sensitive receptors. From this handling area haulers will remove manure daily. Daily removal of manure from the project site will further reduce potential odors, which are considered to be less than significant. The private lift stations will be subterrain, and will be built to industry standards. They will be designed with standard odor control measures, including ventilation, and will be subject to review by the Riverside County Building and Safety Department. Lastly, restaurants would be required to receive development plan approval from the County of Riverside Department of Environmental Health demonstrating compliance with regulations for food facilities, including the provision of ventilation in cooking areas and associated odor control. Therefore, odors associated with the proposed project construction and operations would be less than significant.

BIOLOGICAL RESOURCES

Impacts to endangered or threatened species

Based on a literature review prepared for the Biological Resources Assessment, eleven species listed as endangered or threatened under Title 14 of the CCR or Title 50 of the FCR were identified

as having the potential to occur on the project site and its vicinity (4 to 5-mile radius). No special status species were observed on the site during the assessment and although the number of species detected does not necessarily represent the number of species that may occur on the site, here, the extensive agricultural activity on the site limits the potential for other sensitive species to occur there. As shown in Table 2.6-1 of the DEIR, the highly disturbed nature of the project site suggests a very low occurrence probability for the eleven endangered and threatened species that are known to occur in the vicinity of the property.

Finding:

The County Board of Supervisors finds that there is a very low probability of the project adversely affecting any endangered or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12), either directly or through habitat modifications. Impacts will be less than significant.

Facts in Support of Finding:

Plants

Neither of the endangered plant species (Coachella Valley milkvetch and Triple-ribbed milk-vetch) are expected to occur on the subject site. These species are known to occur at higher elevations, such as the hills and mountains that flank the Coachella Valley. The subject site is located on the valley floor and thus lacks the habitat favored by these species. The reservoir site is already fully disturbed and developed with an existing water reservoir.

Invertebrates

Monarch butterflies are a Candidate Species under the Federal Endangered Species Act. They are known to occur in the project area; however, were not identified on site during the field survey. Additionally, the Monarch butterfly's food plant and larval host plan, milkweed, was also not detected on site. This indicates a very low likelihood of the species occurring on the subject property or being impacted by the project.

Fish

Standing or flowing water does not occur on the subject site. The property thus lacks the habitat for either species of endangered fish.

Amphibians and Reptiles

None of the threatened or endangered amphibians or reptiles with the potential to occur in the project area are expected to occur on the project site due to the lack of appropriate habitat and the overall disturbed nature of the site.

Birds

Suitable habitat does not occur on the subject property for any of the endangered or threatened bird species. Potential nesting and foraging habitat for Yuma Ridgway's (clapper) rail was

identified near the project site, in a ponded area adjacent to the southern boundary of the property. However, given that the potential habitat is located off-site, the proposed developed is not expected to impact the species or its habitat.

Mammals

The project site was surveyed and evaluated for a variety of mammal species, including rodents and bats. Potentially sensitive mammal species include pallid San Diego pocket mouse and San Diego desert woodrat. The potential for occurrence of several bat species was also evaluated, including pallid bat, Townsend's big-eared bat, spotted bat, Western mastiff bat, western yellow bat (see Table 3 of Appendix C of the DEIR). These species were absent, and their potential was considered low based on the lack of nest/roosting and foraging habitat. It should also be noted that all of these are "Covered Species" under the CVMSHCP. Therefore, potential impacts to these and related species will be less than significant.

The Peninsular bighorn sheep (PBS) is the only endangered or threatened mammal known to occur in the vicinity of the project site. However, bighorn sheep generally live in mountainous habitat, particularly steep-walled canyons and ridges. Given the property's location on the valley floor and 2.25± miles distance from the nearest foothills of the Santa Rosa Mountains foothills, and isolation by surrounding agricultural and other disturbed lands, the sheep are not expected to occur on the project site or vicinity. Neither are any indirect impacts to PBS expected to occur.

The existing reservoir site has previously been graded and developed to accommodate multiple future water tanks. Site vegetation is of the creosote scrub community and is without trees and has few shrubs. No sensitive vegetation or wildlife are expected to occur on the reservoir site. Shifting the existing berm 35± feet to the north and construction of the new reservoir will result in limited additional site disturbance and will not conflict with the provisions of the Coachella Valley MSHCP/NCCP or any other conservation plan.

Consistency with applicable habitat conservation plans

The County is a permittee under the Coachella Valley Municipal Species Habitat Conservation Plan (CVMSHCP)/National Community Conservation Planning Program (NCCP), the comprehensive regional plan that addresses the conservation needs of a variety of wildlife and plant species and communities in the Coachella Valley region. The project site is located within the CVMSHCP)/NCCP planning area but is not located within a CVMSHCP Conservation Area. Two conservation areas, the Santa Rosa and San Jacinto Mountains Conservation Area and the Coachella Valley Stormwater Channel and Delta Conservation Area, are within three miles of the subject site.

Consistency with local policies or ordinance

The Multipurpose Open Space Element of the Riverside County General Plan includes policies supporting the enforcement of local multiple species habitat conservation plans and prohibiting the planting or introducing of invasive, nonnative plants.

Mitigation Measures:

The development of the proposed project is not anticipated to have any impacts on CVMSHCP covered species. No such species were observed on the project site during the field survey, and there is a low likelihood for most covered species to occur on the property due to lack of habitat. In addition, the project is consistent with local policies and ordinances. No mitigation measures are necessary. While impacts would be less than significant without mitigation, mitigation measures BIO-1 and BIO-4 are intended to further minimize potential impacts to any CVMSHCP covered species encountered during project construction. The following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Birds

To the greatest extent feasible, project construction activities, including those at the 619-acre project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the project. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.

Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction activities may not occur inside the established buffers, which shall remain onsite until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

BIO-2 Burrowing Owl Habitat Assessment and Surveys

Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will

be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.

For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities. Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.

BIO-3 CVMSHCP Compliance

Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.

BIO-4: Reporting Special Status Species/Plant Communities

Over the course of implementing the provisions of the Thermal Ranch Specific Plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and

submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Finding:

The County Board of Supervisors finds that the project will not conflict with the requirements of the CVMSHCP or the Multipurpose Open Space Element of the Riverside County General Plan includes policies supporting the enforcement of local multiple species habitat conservation plans and prohibiting the planting or introducing of invasive, nonnative plants and impacts will be less than significant. The project will comply with the CVMSHCP, the local multiple species habitat conservation plan, by paying into the land development/mitigation fees required from all new developments in the plan area, which supports the further assembly of lands for conservation; and the landscaping design guidelines proposed in the Specific Plan emphasize native plants, and non-invasive non-native drought tolerant plants, specifically, the plant palette should conform to the species recommended in Appendix D and E of the Biological Resources Assessment (Appendix C of the DEIR). No mitigation measures are necessary. While impacts would be less than significant without mitigation, mitigation measures BIO-1 through BIO-4 and AES-8 are intended to further minimize potential impacts to any CVMSHCP covered species encountered during project construction and are hereby adopted and will be implemented consistent with the MMRP.

Facts in Support of Finding:

The Biological Resources Assessment and Coachella Valley Multiple Species Habitat Conservation Plan Compliance Report prepared for the project concluded that with the implementation of the provided recommendations, the proposed development would be compliant with the CVMSHCP and will pay the land development/mitigation fees required from all new developments in the plan area. The development of the proposed project is not anticipated to have any impacts on CVMSHCP covered species. No such species were observed on the project site during the field survey, and there is a low likelihood for most covered species to occur on the property due to lack of habitat. Given that the project will comply with the requirements of the CVMSHCP, the local adopted Habitat Conservation Plan and Natural Community Conservation Plan (NCCP), impacts will be less than significant.

The existing reservoir site has previously been graded and partially developed to accommodate multiple future water tanks. Site vegetation is of the creosote scrub community and is without trees, has few shrubs no sensitive vegetation or wildlife. Shifting the existing berm 35± feet to the north and construction of the new reservoir will result in limited additional site disturbance and will not conflict with the provisions of the CVMSHCP/NCCP or any other conservation plan.

The project will not conflict with local policies or ordinances supporting the enforcement of local multiple species habitat conservation plans and prohibiting the planting or introducing of invasive, nonnative plants. Also, as demonstrated above, the project will not impact any species covered by the plan. Implementation of mitigation measures BIO-1 through BIO-4 and AES-8 will further ensure that there are no impacts to protected species, and that the project conforms with local policies and ordinances. The new reservoir will connect to existing feeder and transmission lines.

The reservoir's construction will not conflict with local policies or ordinances that project biological resources. Therefore, there will be no impacts.

ENERGY

Consumption of Energy Resources

The project construction activities will consume energy resources, in the form of petroleum-based fuels to power off-road construction vehicles and equipment, on-road vehicle trips for construction workers travelling to and from the project site, and on-road delivery and hauling truck trips; electricity associated with the conveyance of water that would be used during project construction for dust control and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and energy used in the production of construction materials, including asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

The proposed project would constitute a substantial new demand in the area for energy for a wide range of uses, including space heating and cooking, lighting, hot water, process heat, and electric power. Overall, compliance with state and County requirements will ensure that the project's electricity consumption, natural gas use and transportation energy use will not be wasteful, inefficient, or unnecessary, resulting in less than significant impacts.

Consistency with a State or Local Plan for Renewable Energy or Energy Efficiency

The project will be required to comply with all Title 24 requirements, including the mandatory installation of photovoltaic systems for new residential and non-residential buildings, the installation of battery storage systems in non-residential buildings, and electric readiness for residential equipment such as furnaces, cooktops, and clothes dryers. These regulations will increase the amount of electricity generated on-site, and reduce the consumption of natural gas. The project would also be subject to all applicable policies in the Riverside County General Plan, including the above-cited Land Use, Air Quality, and Multipurpose Open Space Elements, as well as applicable policies in the Riverside County Climate Action Plan (CAP) Update (2019).

Finding:

The County Board of Supervisors finds that compliance with existing state, regional, and County regulations, plans, and programs, would ensure that the project is consistent with all applicable state and local plans for energy efficiency and that consumption of energy resources would not be wasteful, inefficient, or unnecessary, and therefore, project impacts related to energy resources will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Overall, electricity demand during the construction of the project would be temporary, nominal, and would cease upon project buildout. Accordingly, energy use would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant. Similarly, energy needed to construct the project reservoir are expected to be limited and will end once construction is completed. In addition, the project is required to comply with IID guidelines and requirements as well as the

CAP Update, which further ensures that the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Project construction and operation will not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources because the project is consistent with applicable regulations, codes and standards, as well as the CAP Update (2019).

The project would be required to comply with applicable State and County policies and would ensure that the project does not conflict with or obstruct any applicable plans for renewable energy or energy efficiency. Impacts would be less than significant.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to energy use, as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comment C-10 (letter submitted on October 21, 2025 on behalf of CARE CA). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any new or more severe significant adverse effects relating to energy use, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR, Final EIR or technical studies. Rather, the Board of Supervisors finds the Final EIR Responses and C-27 and Supplemental Response C-10 persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding energy use.

GEOLOGY AND SOILS

Landslide risk

The site area exhibits generally flat topography that is not prone to landsliding. Secondary effects of seismic activity normally considered as possible hazards to a site include several types of ground failure, including ground subsidence, liquefaction, ground lurching and lateral spreading. The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from faults, topography, subsoil and groundwater conditions, in addition to other factors. Lateral spreading is the tendency of liquefied soils to move, either downslope in the case of gently sloping ground, or toward an open face such as a channel. The subject site is relatively flat, and lateral spreading is not considered to be a likely occurrence.

Other Geologic Hazard

The project site has been evaluated for other geotechnical conditions, including seiche, tsunamis, volcanoes or mud flows.

Soils.

Impacts related to soils can occur if developments results in substantial soil erosion or the loss of topsoil; the project is located on expansive soil creating substantial direct or indirect risks to life or property; and/or if the soils are incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available.

Wind erosion and blowsand from project

The project site's soils are comprised primarily of fine sand and silt that, when dry and exposed, have a high potential for wind erosion. However, the project site is located south of mapped blowsand hazard areas. The site is in active cultivation, which can be a substantial source of blowing sand and fugitive dust.

Finding:

The County Board of Supervisors finds that given the topography and location of the project site, the risk of geological or soil impacts, including landslides; seiche, tsunamis, volcanoes or mud flows; soil erosion or loss of topsoil; wind erosion or blowsand is less than significant.

Facts in Support of Finding:

Landslide Risk

The project site has generally flat topography, with a mild gradient consistent with the area-wide agricultural drain system that directs flows to the southeast. This topography is not prone to landslides or rockfall hazards. Similarly, lateral spreading is not a likely occurrence on the subject site because it is relatively flat. The reservoir site is essentially flat and is surrounded by an earthen berm designed for stability during seismic events; this berm will be shifted 35± feet to the north to accommodate the new 5 mg reservoir. Lateral spreading is not a likely occurrence on the reservoir site and there are no known geotechnical constraints that would prevent the construction of the subject 5-million gallon tank on this already engineered and partially developed reservoir site.

The project will be required to comply with the requirements of California Construction and General Industry Safety Orders, the Occupational Safety and Healthy Act of 1970, and the Construction Safety Act, which are prescribed in the project geotechnical report. Impacts relating to landslides will be less than significant.

Other Geologic Hazard

Neither the subject property or the reservoir site is not located near any body of water that at risk for seiching or cause associated flooding in the area. Neither site is in proximity of any volcanic or related hazard area, being located approximately 40 miles northwest of the Salton Sea volcanic region where cinder cone, mud pots, and other signs of volcanic and magmatic hazards are known to exist. Neither site is subject to mud flows associated with unstable unconsolidated slopes in or areas of steep slopes, including those that may have been denuded by fire. These conditions do not constitute a hazard to the project site and potential impacts associated with a potential volcanic hazard, seiche, mudflows or other geologic hazards will be less than significant.

Soils

The subject and surrounding properties are located on the desert floor and have soils comprised primarily of fine sand and silt deposited by wind and water. These soils, when dry and exposed, have a high potential for wind erosion. All of the subject lands are currently in active cultivation, which involves periodic discing, vegetation clearing and other disturbance. When not in

cultivation, these lands can be a substantial source of blowing sand and fugitive dust, resulting in an ongoing loss of topsoil. Development of the proposed project will result in stabilization of on-site soils and greatly reduce soil erosion and associated loss of topsoil. During site construction, a County-approved dust control plan issued with grading permits will ensure that soils are stabilized and that blowing sand and dust will be effectively avoided and minimized.

Once constructed, the project will include large areas of open space, including riding arenas and horse pastures, that will be regularly maintained and exposed soils will be stabilized. Therefore, the project will greatly reduce the potential for soil erosion and will have a less than significant impact on soil erosion and/or loss of topsoil.

Soils on the subject property were tested by the project geotechnical consultant and it was determined that the project site has a very low potential for expansive soils, as defined in Section 1803.5.3 of the California Building Code (2022), and will not create a substantial direct or indirect risks to life or property. Impacts will be less then significant.

Lastly, the use of on-lot septic tanks, with or without leech fields or seepage pits, is not proposed. The proposed on-site sewage collection system and a lift station will connect the project existing CVWD facilities located in Avenue 62. Therefore, the project will have no impact on on-site soils or their use for on-lot septic systems.

The potential for significant soils erosion on the reservoir site either during or following construction is considered low with site soils comprised of the Carsitas series and being comprised of course sand and gravels with a low expansion potential. Subsurface sewage disposal is not associated with the reservoir's construction or operation. There will be less than significant effects associated with the development of the project reservoir.

Wind erosion and blowsand from project

Proposed development will stabilize on-site soils and greatly reduce soil erosion and associated loss of topsoil. A County-approved dust control plan will be issued with grading permits to ensure that soils are stabilized and that blowing sand and dust will be effectively avoided and minimized. Once constructed, the project will be maintained and exposed soils will be stabilized. Therefore, the project will significantly reduce the potential for soil erosion, will not contribute to a blowsand hazard and will have a less than significant impact associated with wind erosion. Impacts will be less than significant.

The construction of an additional reservoir on the Middleton site will involve shifting the existing earthen berm 35± feet north of its current location to accommodate the new reservoir. The reservoir site was developed by 2004 at an elevation of 61± feet above sea level and graded into the lower slopes of the Martinez Canyon alluvial fan. The site is also surrounded and protected by an earthen berm that will remain intact and be modestly shifted north with the construction of the new reservoir. The potential for the reservoir construction to cause either substantial wind erosion or blowing sand is low and impacts will be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Transport, use, or disposal of hazardous materials

The project proposes the development of residential, commercial, resort, RV park and equestrian uses on the subject property. Construction of these uses would likely involve the temporary use of potentially hazardous and flammable materials such as vehicle fuels, paints, and oils.

During operation, the proposed residential, commercial, resort, and equestrian uses could involve the use of limited quantities of hazardous materials, which could be transported and stored within the subject site. In addition, based upon a peak horse occupancy of 2,700 animals the project could generate approximately 135,000 pounds of manure daily.

The project proposes the installation of an IID substation in PA-1. Operation and maintenance of the substation could involve hazardous materials such as transformer oil, sulfur hexafluoride circuit breakers, battery acid, as well as paints, lubricants, and gases for minor maintenance.

Construction and operation of the project reservoir will not involve the routine transport, use, or disposal of hazardous materials. The reservoir site has already been partially developed for multiple tanks and is surrounded by a 25-foot earthen berm. Development of the subject 5 mg tank will require substantial earthwork associated with the shifting of the existing berm north 35± feet. Its construction will rely on conventional construction methods and materials, including haul vehicles, cranes, concrete trucks and related materials. The reservoir will be of welded steel on a concrete pad. Once in operation, CVWD staff will make periodic trips to inspect the reservoir.

Effect on an emergency response plan

The County's General Plan and Emergency Operations Plans do not designate official emergency evacuation routes. However, Highway 86 and Highway 111/Grapefruit Boulevard are located approximately 3.5 miles to the east of the subject site, and Harrison Street and 62nd Avenue, which bound the site to the north and west, are designated expressways. These highways and roadways would likely be important routes in the case of evacuation.

Airports: Consistency with an Airport Master Plan and Review by the ALUC

The project site is located 1.25± miles southwest of the nearest runway of the Jacqueline Cochran Regional Airport (JCRA). The project includes a General Plan Amendment, Specific Plan, subdivisions and development plans, which are subject to review by the County Airport Land Use Commission (ALUC). Pursuant to consultation with ALUC staff, the project proponent submitted an ALUC application and supporting data and information addressing areas of ALUC purview and concern, and received ALUC approval. At ALUC's recommendation, the applicant also filed applications with the FAA asking that they evaluate the project's potential to obstruct navigation at the airport.

The reservoir site is located outside any airport, the JCRA being located 4.80± miles to the north. Therefore, construction of the subject project reservoir will not create an inconsistency with an JCRA Land Use Compatibility Plan, nor will it require review by the ALUC.

Finding:

The County Board of Supervisors finds that the project is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation given the project's compliance with all applicable regulatory requirements and is not expected to interfere with any emergency response or evacuation plans or programs as site plan review from the County Fire Department will ensure than impacts will be less than significant. The Board of Supervisors further finds that, as determined at the July 13, 2023 public hearing held by the Riverside County ALUC on the project's consistency with county-wide airport policy and the JCRA Land Use Compatibility Plan, that the noise and safety hazards to the project site and to airport operations will not be increased by the project, the project will be consistent with the JCRA Land Use Compatibility Plan, will not exposed project residents and guests to significant noise and safety hazards, and with the implementation of ALUC conditions of approval will have a less than significant impact on airport operations. Impacts will be less than significant.

Facts in support of finding:

Transport, use, or disposal of hazardous materials

Construction would likely involve the temporary use of potentially hazardous and flammable materials such as vehicle fuels, paints, and oils and these substances would not be stored or used in large quantities, and would not be stored in a manner that would pose a significant hazard to the public. All potentially hazardous materials would be contained, stored, and used in accordance with the manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be reduced to less than a significant level through compliance with these standards and regulations.

Operation of the project could involve cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping, the proposed equestrian uses will also involve the use of fuels for grounds and facilities maintenance. The quantities stored on the site would be typical of commercial uses, would be contained, stored, and used in accordance with the manufacturers' instructions, and would be regulated by State and local laws, including the California Fire Code (Title 24, Part 9, Chapter 50 – Hazardous Materials).

Operation of the equestrian center will also result in the generation of manure, which is not classified as a hazardous material but it can contain harmful elements such as phosphorus, salts, ammonia, bacteria, and viruses. If these elements contaminate waterways or water supplies, impacts to ecosystems and/or drinking water may occur. The equestrian center will be responsible for collecting and hauling manure off-site on a daily basis. Horse stalls will also have mats installed to help prevent seepage of manure into the ground. Proper handling and removal will ensure that no hazards to the public or the environment occur as a result of the manure.

Operation and maintenance of the substation could involve hazardous materials such as transformer oil, sulfur hexafluoride circuit breakers, battery acid, as well as paints, lubricants, and gases for minor maintenance. The storage and use of these substances would be subject to State and federal regulations. Applicable regulations from the US EPA and the CalEPA may require the

preparation of a Spill Prevention, Control, and Countermeasure (SPCC) Plan and/or a Hazardous Materials Business Plan (HMBP). Proper design and maintenance of the proposed substation, as well as compliance with the applicable laws and regulations for the storage and handling of hazardous materials, will prevent hazards impacting the public or the environment.

Effect on an emergency response plan

Construction of the project would involve temporary impacts to the bounding roadways, including during the installation of utilities in the right of ways and construction of the roadway improvements. The project will provide one entry point on Avenue 62, two along Harrison Street, and three on Tyler Street. Events will regularly be held during the competition season in the proposed equestrian center, during which traffic on surrounding major roadways may be temporarily increased. Harrison Street, Tyler Street, and 62nd Avenue are all existing 2-lane paved roads along the project's north, east, and west frontages; 64th Avenue is currently undeveloped along the project's southern boundary. Per the County's General Plan Circulation Element, each of these roads will require dedication of additional right-of-way (ROW) to accommodate the ultimate half-street design improvements required by the General Plan. The project will improve the half-widths of three existing two-lane paved roads along its frontages in order to meet the standard provided in the County General Plan Circulation Element, which will ensure that these roads provide adequate capacity for emergency response and evacuation.

With the proposed project, the bounding roadways will be of arterial scale and of adequate capacity and condition to be used as evacuation routes if needed. Furthermore, Avenue 62 provides direct access to Grapefruit Boulevard / Highway 111 and Highway 86 to the east of the project site. These regional roadways could be used by people evacuating the area during an emergency.

Any impacts to roadways during construction would be temporary and not last through the entire project construction period. Although temporary lane closures may occur, in the event of an emergency, construction crews would cease all work and would remove any equipment that would impede the flow of traffic. Furthermore, while construction activities may require temporary lane closures, appropriate traffic management and control measures would be followed. A standard construction traffic management plan will be prepared. Therefore, construction of the proposed development would not physically interfere with emergency response or evacuation plans.

The proposed road improvements, once complete, would facilitate evacuations and emergency responses. Project operations would not impair or interfere with emergency response or evacuation plans and project entries and internal circulation will be reviewed by the County Fire Department with Knox Boxes provided to ensure adequate emergency access. During events, traffic on surrounding major roadways may be temporarily increased. However, the transportation impact analysis (Section 2.18 of the Draft EIR) analyzed potential traffic impacts during event levels of activity to ensure that any potential impacts will be mitigated. Furthermore, direct access to each of the six Planning Areas, and adequate on-site parking and internal circulation will ensure that events held at the equestrian center will not physically interfere with emergency evacuation.

The reservoir site has already been improved and is surrounded by a 25-foot earthen berm. The reservoir site is located away from most development on the lower slopes of the Martinez Canyon alluvial fan and is not near any paved public road that may be used for emergency access or

evacuation purposes. Therefore, the project reservoir will not physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Airports: Consistency with an Airport Master Plan and Review by the ALUC

The FAA issued notices determining that the project will not adversely impact or obstruct aircraft navigation at the airport. In addition, the Riverside County ALUC considered the project at its July 13, 2023 meeting and determined that the project is "consistent" with the Riverside County-Wide Land Use Compatibility Policies and the JCRA Land Use Compatibility Plan, including with respect to noise, safety, and occupancy/density considerations. ALUC conditions of approval include hooded or shielded lighting on site and property buyer notification of a nearby airport. The ALUC approval also cites a variety of prohibited uses, including lighting or electrical interference that could adversely impact aircraft navigation.

Furthermore, most of the project site is located in Land Use Compatibility Zone D, which allows or conditionally allows for the proposed plan and uses, and a small portion of the southwestern corner of the site is in Compatibility Zone E. Both Zone D and Zone E have a low safety risk level. All of the proposed land uses and densities/intensities within the project were considered by the Riverside County ALUC and found to be consistent with the applicable Airport Land Use Compatibility Plan (ALUCP). The single-family estates homes proposed for Planning Area 2, which makes up the northern portion of the site, were found to be compatible with the airport land use compatibility plan based on unique aspects of the planning area, including large areas of open land and low residential densities. The entire site is outside the airport's ultimate 55 dB CNEL contour. County-wide ALUC policy states that residential uses are considered "clearly appropriate" outside of the 55 dB CNEL contour. Both Zones D and E are designated as low safety risk areas with regard to aircraft operations at the airport. Zone D is assigned to areas outside of the extended approach and departure zones for airport traffic and thus is considered to have a low risk of safety impacts. As was noted by the ALUC, the project provides three times the requisite open lands to ensure adequate on-site safety. Therefore, as determined by the Riverside County ALUC, the project will not expose project residents or visitors to a significant safety hazard and impacts will be less than significant.

HYDROLOGY AND WATER QUALITY

Decrease groundwater supplies or interfere with groundwater recharge

As a part of an assessment of the project's potential water demand, a Water Supply Assessment (WSA) was prepared and reviewed by CVWD. The WSA provides an assessment of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the project, in addition to existing and planned future water demands of CVWD, as required by Senate Bill (SB) 610 and SB 1262. The WSA also includes identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the project and quantities of water received in prior years pursuant to those entitlements, rights, contracts, and agreements. The CVWD-approved WSA is Appendix M of the DEIR.

Finding:

The County Board of Supervisors finds that based upon the WSA reviewed and approved by CVWD, the project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and will not impede sustainable groundwater management of the basin. No mitigation measures are necessary. Impacts will be less than significant.

Facts in Support of Finding:

The WSA prepared for the project broke down the areas of consumption by land use type and category, including residential indoor use, commercial/retail indoor use, and outdoor irrigation demand. Based upon the conservative estimates of project water demand provided in detail on pages 2.12-14 through 2.12-17 of the Draft EIR, the development of the project and the elimination of farming on the subject property will result in a net water demand reduction of approximately 12 percent. In addition, the Thermal Ranch Specific Plan landscape guidelines emphasize non-invasive drought tolerant plant materials that are climate-appropriate, water efficient, and sustainable. The plant palette requires a low maintenance and low water palette. Turfed areas, including those in PA-1 and PA-2, will be limited. The landscaping and irrigation plans and system shall comply with all CVWD and County ordinances relating to water. The project's adherence to the CVWD conservation programs, most notably in CVWD Landscape Ordinance 1302.5, has guided development of the project landscape plan and will further enforce the water conservation ethic and strategy.

CVWD's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. CVWD's current urban water demand was 100,066 acre-feet (AF) for 2022, and the projected urban water demand by 2045 is 148,166 AFY. The Thermal Ranch project's water demand of 1,753.63 AFY accounts for approximately 3.6% percent of the total planned increases in demand of 48,100 AFY by 2045.

LAND USE

Consistency with land use plan, policy or regulation

The project is analyzed in terms of consistency with the SCAG 2020-20245 RTP/SCS, as well as the Riverside County General Plan and the ECVAP. The site is also located within the planning boundaries of the Jacqueline Cochran Regional Airport and the CVMSHCP. The County's General Plan currently classifies the subject site under the Agriculture Foundation Component and the Agriculture land use designation.

Finding:

The County Board of Supervisors finds that the proposed project will not cause or result in the division of any existing community or neighborhood. Therefore, no mitigation is required. With the approval of the Thermal Ranch GPA and CZ, the Specific Plan and associated applications will be consistent with the SCS goal to "Promote diverse housing choices," the project will provide a range of housing options, including workforce housing, attached and detached single family homes, and resort condominiums. Impacts will be less than significant.

Facts in Support of Finding:

A General Plan Consistency Analysis was prepared for the proposed Specific Plan to demonstrate consistency with applicable policies in the Riverside County General Plan (2015). This analysis is included in Appendix J of the Draft EIR and is incorporated herein by reference. With the adoption of the proposed GPA and CZ, the proposed project would be made consistent with the Foundational Component and land use designation of the General Plan and zoning ordinance.

The ECVAP aims to maintain the current character of the region and to concentrate growth in areas that are economically beneficial to existing communities. The project site is currently in use for agriculture and is surrounded by both undeveloped and urbanizing lands that are well served by public services and facilities. Lands to the east, north, and west of the site are zoned for low to medium density residential development. In the context of existing and planned land uses, and the availability of public services and facilities, the project site is in the path of future urbanization and is a logical extension of this pattern envisioned in the ECVAP. The proposed development would both be focused where growth is already occurring and would be consistent with the equestrian character in prevalent in the area.

The project lies outside of a Conservation Area as established by the CVMSHCP, will pay appropriate development impact fees as provided for in the CVMSHCP for all development and will be consistent with the CVMSHCP and its goals and policies. No mitigation is required with regard to General Plan land use conformity or consistency with the CVMSHCP.

The Riverside County ALUC reviewed the proposed project and determined that it will be consistent and compatible with the JCRA Land Use Compatibility Plan. The FAA also conducted several obstruction evaluations for the project and determined that the project will not obstruct or adversely affect navigation at the airport. Therefore, no mitigation is required to ensure project compatibility with the JCRA compatibility plan.

The Draft EIR analysis of the project's impacts on agricultural resources has determined that the project has the potential to have a significant impact on these resources. However, the project can also be found to be consistent with County's Agriculture Foundation Amendment Cycle in that the subject conversion does not exceed the County's 7% threshold for the current 2.5-year cycle. Therefore, the project will not conflict with the General Plan Foundation Component or Administration Element of the County General Plan with regard to agricultural land conversion.

The project reservoir site was approved in 2002 by CVWD and has been partially improved to accommodate multiple tanks with one 2.5 mg tank having been built to date. The dedicated site is located on the lower slopes of the Martinez Canyon alluvial fan. The development of the project reservoir will not conflict with any land use plan or policy or regulation, including those adopted to avoid or mitigate adverse environmental impacts. There will be no impact.

NOISE

Located in an ALUP or in 2 miles of a public airport

The project site is located approximately1.25 miles southwest of the nearest runway of the County-owned and operated Jacqueline Cochran Regional Airport, within the airport influence area;

however, the entire project site is located outside of the 55 dBA noise contour at ultimate buildout of the airport. The project reservoir site is outside of an airport land use plan and is more than two miles from any public or private airport. Development of the project reservoir will not expose people residing or working in the project area is excessive noise from reservoir construction or operation.

Generation of Ground Borne Vibration

The Final EIR analyzed the potential impacts of vibration created by operation of the proposed project and construction activities.

Finding:

The County Board of Supervisors finds that the proposed Thermal Ranch Specific plan project will not expose people residing or working within an airport land use plan to excessive noise. The Board further finds that the project's impacts relating to the generation of ground borne vibration will be less than significant. No mitigation is required. Impacts will be less than significant.

Facts in Support of Finding:

The entire project site lies outside of the ultimate 55 dBA CNEL contour. As stated in Table 2.15-3 of the Draft EIR, all land use categories are considered at least "normally acceptable" in areas outside of the airport's 55 dBA CNEL noise contour. Residential land uses, including single-family, multi-family, mobile homes, and condominiums, are considered "clearly acceptable" beyond the 55 dBA noise level contour boundaries. Based on this Riverside County ALUCP compatibility criteria, "the activities from the specified land use can be carried out with essentially no interference from the noise exposure." Further, on July 13, 2023, the County ALUC reviewed the project for its compatibility with the JCRA and county-wide airport policies, including those associated with potential noise impacts; therefore, the proposed project would not expose people residing or working on the site or project area to excessive noise levels. Noise impacts related to public airports would therefore be less than significant.

Operation of the proposed project is not expected to generate significant or ongoing groundborne vibration. Construction of the proposed project will require the use of trenching, excavation, grading and compaction equipment, all of which have the potential to generate substantial ground vibrations. As noted in the Draft EIR, the strength of construction-related vibration depends on the equipment used and methods employed and diminishes with distance.

To evaluate potential construction-related vibration, ground vibration levels associated with various types of construction equipment were analyzed. According to the Caltrans Transportation and Construction Vibration Guidance Manual, the maximum continuous vibration threshold at which a building may be damaged is 0.3 PPV (in/sec). As shown in Table 2.15-25 of the Draft EIR, the vibration levels experienced at nearby receiver locations as a result of project construction would be well below the building damage threshold. Therefore, project-related vibration impacts are considered less than significant. Furthermore, pursuant to Riverside County Noise Ordinance (Ordinance No.847), private construction projects located within one-quarter mile of an inhabited dwelling must cease construction operations between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. during

the months of October through May. Construction of the proposed project would abide by these restrictions, further reducing potential groundborne vibration impacts to nearby sensitive receivers.

The reservoir site is located in a relatively isolated location on the lower portions of the Martinez Canyon alluvial fan. Development of the project reservoir will involve the shifting of the existing berm, pouring of a concrete tank pad and construction of the tank, which will be comprised of welded steel. As discussed above, ground vibration falls off sharply with distance. There are no sensitive receptors in the vicinity of the reservoir site. Construction of the project reservoir is expected to generate limited and less than significant ground-bourn vibrations or noise. Accordingly, potential impacts form the generation of ground borne vibration and ground borne noise by project construction activities would be less than significant.

POPULATION, HOUSING AND ENVIRONMENTAL JUSTICE

Create a demand for affordable housing

The project proposes an equestrian-oriented mixed-use development including planning areas proposed for estate residential, medium density residential, and high density residential, as well as a commercial tourist area that will include resort condominiums. The project will support equestrian center employees and will be comprised of up to 500 units of workforce housing and up to 320 RV spaces. The project will contribute up to 1,362 residential units to the local housing stock. This represents almost 7 percent of the total existing housing stock in the eastern unincorporated portion of the County in 2018, or 1.9% of the occupied housing units in the Coachella Valley CCD in 2021. While the project will result in a significant contribution to the local housing supply, the jobs created by the project will also generate demand for housing, including housing affordable to households earning 80% of less of the County's median income.

Induce population growth

The subject site is currently designated for "Agriculture" in the Foundation Element and the ECVAP of the General Plan. The western quarter of the project site adjacent to Harrison Street is zoned as Controlled Development Area (W-2) and the remaining project area is zoned as Heavy Agriculture. The project proposes a Specific Plan, a General Plan Amendment, and a Change of Zone. These actions would result in the site being designated for the Community Development foundation component and create specific Planning Areas designated for Low Density Residential, Medium Density Residential, High Density Residential, Commercial Tourist, and Commercial Retail development. Given that the project proposes the development of new homes and businesses not accounted for in the General Plan, it may directly induce unplanned population growth.

Environmental Justice

The current (2022) CEQA Guidelines do not provide specific significance or threshold questions addressing environmental justice, and CEQA does require an analysis of whether sensitive receptors will be exposed to substantial pollutant concentrations. However, this issue is fully addressed in Section 2.5.6 (Air Quality) of the DEIR. As a proposed development within an environmental justice community pursuant to SB 1000, the project is subject to the environmental justice policies provided in the Healthy Communities Element of the Riverside County General

Plan. The project design complies with the County's environmental justice policies and impacts are less than significant.

Finding:

The County Board of Supervisors finds that although the proposed Thermal Ranch Specific plan project will generate demand for housing, including affordable housing, and induce unplanned population growth, impacts will be less than significant because the project's demand on housing and increased population growth generated by the project employees is expected to be limited by the fact that many of these employees will be existing residents of the Coachella Valley, and by the fact that the project includes development of workforce and market rate housing specifically designed to meet the housing needs of the project's employees and visitors. The Board of Supervisors further finds as follows: (1) the project is not expected to adversely impact a disadvantaged community, including by creating an exposure to a exposure to a disproportionate burden of pollution or associated health risks, because the project's environmental effects have been analyzed in the Final EIR and have been found to be mitigated to a level of less than significant with respect to potential health effects on the surrounding community; and (2) the project will not result in the unfair treatment of people of any individual or group or special class with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. No mitigation is required. Impacts will be less than significant.

Facts in Support of Finding:

Overall, the project is not expected to generate a significant demand for housing. Workforce housing will be provided on the project site to accommodate the estimated 300 employees of the equestrian center. While on-site housing will not be dedicated for the projected 1,025 staff of the proposed retail, restaurant, and hotel uses, it is expected that the majority of these positions will be filled by existing residents of the Coachella Valley, based on the likelihood that the eastern unincorporated county, including the area around the project site, has latent demand for local employment opportunities, as supported by the facts provided on pages 2.16-17 through 2.16-18 of the Draft EIR. Some jobs may be filled by new residents of the area, but the associated demand for additional housing is not expected to be significant given the complimentary mix of uses within the project and the existing jobs-to-housing ratio in the area. Furthermore, given that the project will not impact lands identified by the County for meeting the Regional Housing Needs Assessment (RHNA) obligations, the proposed development will not impede planned additions to the area's housing stock. Given that the proposed development is expected to occur in phases over several years, it is expected that the market will respond to any demand for additional housing resulting from the project. The project would contribute a substantial number of new housing units to the local housing supply ranging from workforce housing to estate homes. Nonetheless, the project could contribute to demand for additional local housing as a result of the jobs created by commercial portions of the development. These effects on demand for local housing would, to some extent, off set each other and improve the overall jobs/housing balance in the area. Impacts are therefore expected to be less than significant.

Overall, the housing, jobs, and infrastructure proposed by the project could all induce population growth, directly and indirectly, to the Eastern Coachella Valley. Given that the subject site is designated and zoned for agricultural use, the proposed mixed-use development of the 619.1±-acre

site was not planned for in the General Plan or ECVAP. Resulting population growth on the subject site is therefore considered unplanned. However, local demographic and socio-economic conditions, and the scale of existing and planned infrastructure adjacent to and in the vicinity of the subject site, indicates that the project will have very limited growth-inducing effects.

Furthermore, the General Plan projected significantly more rapid growth between 2010 and 2020 than actually occurred in the Eastern Coachella Valley over this period. The ECVAP area was expected to experience a 121.6% increase in population over this ten-year period, while actual growth according to the census, albeit using somewhat different geographic boundaries, was approximately 5.5%. As such, while no population growth was planned for on the subject site, less growth has occurred in the wider planning area than anticipated in the General Plan and ECVAP. Therefore, while the project will contribute to population growth both directly and indirectly, the impacts to population growth in the eastern Valley overall are not expected to substantially increase beyond what was planned, if at all. Overall, the project will induce population growth, but the associated impacts are expected to be less than significant.

With regard to environmental justice issues, the project is consistent with the County's environmental justice policies provided in the Healthy Communities Element of the Riverside County General Plan as follows:

Pollution Exposure:

The proposed equestrian-oriented, mixed-use community does not propose unhealthy, polluting, or hazardous land uses, associated with significant negative impacts to nearby sensitive receptors. The proposed project will be designed to minimize the emission of pollutants resulting from on-site land uses and related vehicle trips. The development is designed with an internal network of trails to promote non-vehicle trips between planning areas. These trails will connect a range of housing types with commercial amenities and the equestrian center. Public sidewalks and bike paths will also be provided along the site's perimeter arterial roadways and will provide enhanced connectivity to the regional trail network and surrounding communities.

Additional employment opportunities in this region would help reduce commute costs and lengths and associated VMTs and pollutant emissions. The commercial, hotel, and equestrian components of the proposed development are estimated to generate approximately 1,325 jobs. The provision of these jobs would help balance the deficit of approximately 9,579 jobs in the area, based on the current jobs-housing imbalance. However, as analyzed in Sections 2.5 (Air Quality) and 2.19 (Transportation and Traffic), which are incorporated here by reference, the project is also expected in the early years to exceed the County threshold for VMTs and is also expected to exceed SCAQMD thresholds for daily carbon monoxide (CO) and reactive organic gases (ROG) emissions. These criteria pollutant emissions would primarily be associated with mobile sources that contribute to regional air quality and global climate issues, and therefore, would not be expected to have any direct adverse effects on sensitive receptors on-site or in the surrounding communities.

The proposed equestrian center will generate large quantities of manure. Manure is not considered a toxic or hazardous material; however, it can contain potentially harmful elements such as phosphorus, ammonia, bacteria, and viruses. As discussed in Section 2.11 (Hazards and Hazardous

Materials), which is incorporated here by reference, the project will be required to implement proper manure management practices, which are expected to prevent adverse air emissions, odors, or contamination of water supplies. For example, liners will be installed in horse stalls in order to prevent any potential seepage of manure into the ground.

Food Access:

The project proposes neighborhood commercial retail uses which would allow for the development of a variety of commercial services, including full-service grocery stores providing healthy and diverse food options, drug stores, restaurants and other commercial services. These commercial areas would also accommodate a local farmers market. Amenity areas within residential portions of the project would also allow for community gardens and potential edible landscaping instead of ornamental plants and grasses. Public open space including meandering sidewalks and bike paths will be included within the project and along the public roads on the perimeter of the site, which will provide access to the on- site retail amenities.

Safe and Sanitary Homes:

The subject site is currently occupied by farmland. No residential buildings occur on the site, and no existing residents would be displaced by the proposed development. The proposed Specific Plan provides for the development of up to 500 units of workforce housing in a clean and well managed environment with on-site laundry and recreational amenities. The project is designed to ensure that the development does not degrade the character of the surrounding area and to provide proposed residential uses with adequate separation from roadways and equestrian back-of-house operations. The development will be subject to the California Building Code and Energy Code. Landscaping will comply with the County and CVWD water conservation standards. These standards and guidelines will ensure that all project residential buildings are safe and sanitary.

Physical Activity:

A variety of pedestrian, bicycle and equestrian paths are planned throughout the project. Public open space will be provided along the perimeter of the project site, including meandering sidewalks and bike and pedestrian paths and will provide connection to the greater county-planned trails network in the area. The workforce housing neighborhood, the estate home community, and the conventional housing community will include on-site recreational amenities. The equestrian center and on-site recreational amenities will provide opportunities for physical activity for residents of the development. The project also calls for the incorporation of trees to shade paths and walkways, plazas, standing areas, and recreational spaces. In addition, shade structures will be provided over parking areas to provide for the opportunity to install solar roof systems.

Public Facilities:

The project will be required to pay the County's Development Impact Fees to contribute to funding for public facilities such as fire stations, schools, and libraries. It will also construct or contribute to utility improvements, including an IID substation, water and sewer line extensions, a new potable water reservoir, and major roadway improvements as called for in the County General Plan. Consistent with the SCAG RTP/SCS, the project will provide internal paths and trails connecting planning areas, as well as perimeter trails improving connectivity to surrounding

communities and the regional trail network. Each planning area will have access to the public trails network.

PUBLIC SERVICES

The Draft EIR analyzes the project's potential effects relating to the provision of public services, including fire services, sheriff services, schools, libraries and health services. The project will add residents, workers, and visitors to the project site, which will cause incremental increases in the demand for these public services.

The reservoir site has been partially improved for multiple tanks with one 2.5 mg tank having been built to date. The addition of the subject 5mg tank will have no adverse impact on public services analyzed in this discussion.

Findings:

The County Board of Supervisors finds that the project's impacts on public services, including fire services, sheriff services, schools, libraries and health services will be less than significant. No mitigation measures are required.

Facts in Support of Findings:

Fire Services

The Riverside County Fire Department (RCFD) provides fire protection services to the project The project is approximately three miles from RCFD Station 39, and is less than six miles from Stations 40, 70, and 79 with good accessibility. The project site is located within 3 miles of a fire station that is expected to meet the target response time set forth in the General Plan and slightly exceeds the 2 mile/4 minute standard cited by RCFD staff.

Development of the proposed project would impact fire services by increasing demand on existing fire protection resources as a result of an increase in residents, businesses and employees, guests, and additional structures in the fire department's service area. While the increase in buildings and people on the subject site could increase demand on the fire department, development will be subject to the latest building and fire codes to help reduce project-related demand for fire protection services. In compliance with the county and state fire code as well as applicable building codes, development must include sprinklers, fire hydrants, and sufficient emergency vehicle access. Prior to the issuance of development permits, the Riverside County Fire Marshall will review project plans to ensure that they comply with the RCFD's design and safety standards.

In addition, the project will be responsible for the payment of the County's development impact fees (DIF), which will provide funding for new fire stations, expansion of existing fire stations, and/or additional fire response equipment to ensure that acceptable service ratios and response times are maintained. The project's funding of additional fire services and facilities may also include participation in a Communities Facilities District, Enhanced Infrastructure Finance District, or similar funding mechanisms to offset potential impacts. Further, the project would contribute substantially to the County's tax revenues, some of which could be allocated towards the RCFD's budget.

Overall, the project would not result in substantial adverse physical impacts associated with the provision of fire services because the project will be required to fund its fair share of additional fire protection facilities, and those facilities, when planned and sited, will be subject to its own CEQA review. Impacts relating to fire protection services would be less than significant.

Sheriff Services

The proposed project will include a variety of uses, some of which may choose to have their own private security. The provision of private security may serve to reduce the project's demand on the services of the Sheriff's Department; however, the analysis in the Draft EIR conservatively assumes there will be no reduction in demand for services as a result of any private security. Buildout of the proposed land uses could result in approximately 2,416 residents on the subject site. Based on the County's service standard of 1.5 offices per 1,000 residents, the project could require three to four additional sworn officers. While the project would not directly necessitate new facilities for the County Sheriff's Department, the additional sworn offices and supporting staff and supervisors may contribute to additional demand for expanded facilities.

The County charges development impact fees for both residential and commercial uses to offset the costs of new criminal justice public facilities. The proposed development would also contribute substantially to the County's tax revenues, including via the public safety sales tax (Prop. 172), which could be allocated towards increases in the Sheriff's Department budget. The project's potential impact would be mitigated by future project tax revenues that flow to the County, as described in more detail in the fiscal impact report prepared for the project, which is hereby incorporated by this reference. Impacts will be less than significant.

Schools

The project proposes up to 1,362 dwelling units, however, many of these units are expected to be occupied on a seasonal basis and this proposed workforce housing is not expected to be a source of "household formation" or student generation. Only the estate housing, medium density housing, and resort condominiums offered on-site would likely result in the formation of permanent households, and a substantial portion of those units are likely to be second or vacation homes that do not result in appreciable increases in student population. The project is conservatively estimated to create 862 households (up to 132 units of estate residential, up to 390 units of medium density residential, up to 340 resort condominium units). Using the student generation rates provided by the Coachella Valley Unified School District (CVUSD), the buildout of the project could generate approximately 477 students from kindergarten to grade 12. Based on growth forecasts provided by SCAG, CVUSD is planning for a 79.63% increase in the number of dwelling units within its jurisdiction from 2022 to 2045. The 477 students estimated to be generated by the proposed projects would represent approximately 5.3% of the anticipated growth. Excluding new development for which mitigation has already been arranged with CVUSD, it is expecting the construction of an additional 16,360 dwelling units, or 9,052 new students, by 2045.

Pursuant to SB 50, school districts can collect school impact fees as new development occurs. These fees serve to fund additional school facilities and resources and pursuant to Government Code §§ 65995 et seq., the payment of statutory school fees is deemed to be full and complete mitigation for a project's impacts on schools, and the project is required to pay those fees.

As part of its November 2022 Fee Justification Study, CVUSD conducted a capacity analysis based on student enrollment in the fall of 2022 and on the surplus in capacity in the 2022/2023 school year. The District would be able to accommodate the students generated by the proposed project. While CVUSD may need to increase fees or find additional funding sources as population growth occurs within its boundaries, given the existing capacity CVUSD would not need to construct or alter facilities to accommodate the project. Impacts are considered less than significant, with payment of applicable school fees (Government Code §65996). The project is not expected to have any other significant adverse effects on schools in the area.

Libraries

Demand for library services has changed over the years with online access to a wide range of library, research, and media resources. Nonetheless, libraries continue to play an important community role, including serving as a venue for community events and activities. The subject property is within 5± miles of the Coachella and Mecca Libraries, both of which are part of the Riverside County Library System. The project site is also 9± miles southwest of the La Quinta Library. As stated in the EIR for the Riverside County General Plan (2015), the American Library Association suggests that an appropriate service level for library facilities and catalogues should be at a rate of 0.5 square foot of library space and 2.5 volumes per capita. The County's General Plan EIR calculated the library's service level based on per capita service for the number of registered borrowings in the system, not the total population of the County. Given the 2010 count of 681,117 registered borrowers, the Riverside County Library System provides approximately 0.49 square feet of facilities space and approximately 1.9 volumes per borrower.

In 2010, the County's population was approximately 2,202,000 residents. The number of registered library borrowers (681,117) of the Riverside County Library System in that year represents approximately 31% of the County's population. Using this proportion to estimate the number of project residents that would be registered borrowers of the library, the proposed development could contribute an additional 749 borrowers to the system. While this increase in registered borrowers may justify expanded library facilities, the decreased demand on library services that has resulted from the availability of internet research may offset the demands of additional borrowers, and in any event, the additional borrowers expected from the project will not require the construction of additional facilities. However, when considered in combination with other planned future growth, the project may contribute to a significant cumulative impact.

While the project site currently has access to three libraries in relative proximity, future development in the eastern Coachella Valley could increase the demand on library facilities and resources. However, both the project and other future development will be required to pay the DIF for libraries to help offset any increased demand on the existing facilities as a result of population growth. Impacts related to the provision of libraries services are therefore less than significant with payment of mandated impact fees. Therefore, the project's contribution to cumulative demand would be offset by its payment of fees, and impacts would not be cumulatively considerable.

Health Services

The project site is located approximately 8 miles south of the John F. Kennedy (JFK) Memorial Hospital in Indio and within about five miles of a full-service medical clinic in the community of

Mecca. According to the EIR for the County General Plan, the demand generation factor for hospital beds is 1.9 beds per 1,000 population. Based on a project buildout population of approximately 2,416 people, the proposed development could generate demand for five additional hospital beds at local medical facilities. The EIR for the 2015 County General Plan provided mitigation measures (Measure 4.15.7A and 4.15.7B) requiring the County to conduct periodic medical needs assessments to evaluate the demand and level of service being provided, and to fund new or expanded medical facilities based on the results of the assessment. These measures ensure that any unmet demand on medical facilities by the project could be identified and addressed.

As set forth in more detail in the fiscal impact analysis for the project, the project contribute a substantial net positive increase in the County's tax revenues annually, which would help to offset the cost of new medical facilities as needed. If additional or expanded facilities were to be required, environmental impacts would be assessed for such medical facilities expansion on a project-specific basis with its own CEQA review. Impacts will be less than significant.

RECREATIONAL RESOURCES

The proposed project will include recreation and parks facilities on the subject site, which, along with the requirement of public parkland or payment of in-lieu fees for every 1,000 residents of the project, it will have less than significant impacts related to parks and recreation facilities.

The reservoir portion of the proposed project will be comprised of construction of a 5 mg reservoir at the CVWD Middleton reservoir site; it will not include or require construction of any recreational facilities. The project reservoir will not affect current levels of use of neighborhood or regional parks and is not subject to Quimby Act fees. Development of the project reservoir will have no impact on recreational facilities.

Finding:

The County Board of Supervisors finds that the project's impacts on parks and recreational resources will be less than significant, specifically, the project is not anticipated to require new or expanded facilities, increase the use of existing facilities and given that the project will provide for parkland or payment of an in-lieu fee for more than the required three acres per thousand residents, it would be consistent with the requirements of the Quimby Act and County Ordinance No. 460. No mitigation is required.

Facts in Support of Finding:

Include or require new or expanded facilities or increase use of existing facilities or parks

On-Site Recreational Facilities

The proposed development will be oriented around a 232-acre equestrian center that will provide expanses of permanent open space, including riding trails, golf-cart paths, event areas, equestrian competition and training rings, pastures, and open fields. These facilities will be accessible to residents and their families/guests, equestrian competitors, and horse park workers.

The proposed residential areas, in Planning Area 2, 3, and 4, will each have neighborhood scale open space and recreational amenities such as parks, clubhouses, swimming pools, trails, and golf-cart paths. These neighborhoods will also have convenient access to the on-site equestrian riding facilities and open spaces. Planning Area 5, which will include a resort hotel and condominium uses, will also integrate outdoor open space and commercial recreational facilities.

The general public will have access to the on-site open space, trails, and equestrian competition facilities as spectators of equestrian events. Meandering sidewalks and bike paths will also be provided for public use along the public roads lining the perimeter of the project site. Access points to these trails will be provided from each Planning Area, and the trails will connect with the regional trail system.

The inclusion of these facilities would not have a significant adverse physical effect on the environment beyond what is anticipated to occur from the development of the project as a whole.

Local and Regional Recreational Facilities

Various public parks, recreation facilities, and trails exist in the Eastern Coachella Valley, and would be accessible for use by residents and visitors of the proposed project. Nearby recreational and open space facilities include the Lake Cahuilla Veterans County Park, approximately 5.5 miles northwest of the project, and the numerous trails and open space of the Santa Rosa and San Jacinto Mountains National Monument, which is located approximately two miles to the southwest of the subject site. The proposed 10-acre Thermal Community Park is currently in the planning stages and would be located approximately 3 miles northeast of the project.

The project proposes up to 132 units of estate housing, 390 units of attached and detached single family housing, and 340 units of resort condominiums. Based on an average household size of 2.7 persons per household, the buildout of the maximum allowable dwelling units could result in a population of approximately 2,416 residents within the project. These residents, the population growth induced by the jobs on-site, as well as tourists visiting the site, would have the potential to increase demand on existing parks, trails, and recreation facilities in the project area. However, given the ample facilities to be provided within the development itself, the project is expected to generate a less than significant demand for off-site recreational and/or park facilities.

Ordinance No. 460 establishes the County's park and recreation fees and dedications consistent with the provisions of the Quimby Act. In Riverside County, three acres of land for every 1,000 persons living in the County must be devoted to park and recreational facilities. Compliance with §16.20.020 of the Riverside County Code (Ordinance No. 460) will ensure that the proposed development has less than significant impacts on existing parks and recreation facilities.

The project site is located within the Desert Recreation District's (DRD) service area. The DRD's 2020 Master Plan guides the use of park fees and land dedications under the Quimby Act for developments within its service area. According to Land Use Guideline #11 provided in the proposed Specific Plan, the project will provide a total of 5 acres of public parkland for every thousand (1,000) residents of the project, or payment of an in-lieu fee, or a combination of both.

Given that the project will provide for parkland or payment of an in-lieu fee for more than the required three acres per thousand residents, it would be consistent with the requirements of the

Quimby Act and County Ordinance No. 460. Provision of public parkland or payment of an in-lieu fee would ensure that the project would have less than significant impacts on the use of existing neighborhood or regional parks or other recreational facilities, such that substantial physical deterioration of the facility would not occur or be accelerated.

Include the construction or expansion of a trail system

The Circulation Element of the Riverside County General Plan currently calls for trails both on the perimeter and within the subject site. The General Plan calls for Class 1 Bike Paths along Avenue 62, Harrison Street, Tyler Street, future Avenue 63, as well as a segment running north-south along the midsection line from Avenue 62 to Avenue 63. The County General Plan also proposes a Combination Trail (Regional Trail / Class 1 Bike Path) along Avenue 64, the southern frontage of the project.

The project is proposing a General Plan Circulation Element amendment to remove the interior trails on the aforementioned mid-section lines (Draft EIR, Exhibit 2.17-3). The elimination of these two segments of Class I bike paths from the General Plan Circulation Element will have no effect on the areawide public trails network set forth in the General Plan because additional access/connectivity will be provided around the full perimeter of the site.

The reservoir portion of the proposed project will be comprised of construction of a 5 mg reservoir at the CVWD Middleton reservoir site; it will not include or require construction of any recreational facilities. It will not affect current levels of use of local or regional trails and will result in no impacts to trails.

Finding:

The County Board of Supervisors finds that the project's impacts to the trail system will be less than significant.

Facts in Support of Finding:

The residents and guests of the proposed project will have access to the numerous trails located in the valley and the surrounding hills and mountains. The project site is in proximity to the Santa Rosa and San Jacinto Mountains National Monument, which includes the Boo Hoff Trail and other hiking venues. The project will also construct multi-modal paths along the major arterials roads that bound the site.

The project will include the construction of access to the existing regional trail system. In accordance with the trails proposed in the General Plan, the project will develop the Class 1 Bike Paths along Avenue 62, Harrison Street, and Tyler Street, as well as the Combination Trail along the future Avenue 64 alignment.

Internal circulation for the proposed project will be designed to minimize the on-site use of automobiles. Internal multi-modal trails will support non-motorized transportation within and between Planning Areas for walking, horseback riding, bicycling and golf carts.

Overall, and excepting the proposed elimination of intra-project Class I bike paths, the project will include the construction of new trails and bikeways along the perimeter of the site, in accordance with the General Plan. Given that development of the project will include roadway improvements and is expected to disturb the entire site, construction of these perimeter public trails and open space will have no environmental impacts beyond what is already analyzed in the EIR. The project is thus anticipated to have a less than significant impact related to trails.

TRANSPORTATION

Effect of a geometric design feature

The project has the potential to create traffic hazards if the line-of-sight from project entrances are inadequate, if traffic queuing at project entrances exceeds the storage length of the applicable turn lanes or due to off-site on-street farm equipment operations.

Require new or altered maintenance of roads or impact circulation during construction

The proposed project will result in expanded roadway and intersection improvements, which will add to roadway infrastructure in the planning area that will require on-going maintenance. The project will also generate new traffic, including autos, light and medium trucks (some towing horse trailers and RVs), and a variety of delivery and haul vehicles. All planned project land uses already generate comparable types and volumes of traffic in the east valley region, with agriculture and related industries dominating.

While the project will be responsible for maintenance of on-site roads and access drives, the County will be responsible for the balance of roadway maintenance once the subject public roads are accepted into the County system.

Construction of the project reservoir site will not involve any off-site modifications to roads or intersections. The project reservoir will not cause an effect upon, or a need for new or altered maintenance of roads. Neither is the project reservoir's construction expected to significantly affect local roadways. Impacts will be less than significant.

Emergency access

The subject property is bounded on three sides by partially improved General Plan roadways classified Expressway and Collector. At buildout, these roads will provide at least two travel lanes in each direction. Avenue 62 and Harrison Street are both extensions of roads connecting to the regional arterial and highway network. State Highways 111 and 86 Expressway are located approximately 3.25 miles east of the project site.

Finding:

The County Board of Supervisors finds that the project's impacts relating to the following traffic and transportation hazards: geometric design feature, impacts on or need for new or altered maintenance of roads or on circulation during the project's construction and impacts to emergency access will be less than significant.

Facts in Support of Finding:

Effect of a Geometric Design Feature

The proposed project is bounded by the area-wide arterial roadway grid with adjoining street including Harrison Street, Tyler Street, Avenue 62 and Avenue 64. Each of these arterial roadways, with the exception of unbuilt Avenue 64, intersects at right angles and will accommodate future full segment and intersection improvements that comply with County road standards. Long-term improvements will include construction of additional through and turning lanes, and signalization. Access drive turn lanes discussed below will also be easily and safely accommodated. No unusual or potentially dangerous roadway geometrics will be created on these public streets.

Access into the project site will be limited and restricted to ensure safe and efficient ingress and egress. Access on Harrison Street will be limited to two driveways separated by one-quarter mile. Depending on final design, the northerly access drive on Harrison Street may be limited to right-turn in, right-turn out and southbound left in. Access along the Avenue 62 frontage will be limited to one mid-section access drive. Both Harrison Street and Avenue 62 are designated "Expressway" on the County Roadway Classification map. The "Collector" size Tyler Street will carry less traffic and will accommodate four project access drives that are spaced a minimum of 600 feet. All access drives will be served by designated turn lanes and will be either stop-sign or signal controlled.

The equestrian center (PA-1) is designed with an optimized multi-modal network that will greatly limit motorized vehicle use in this part of the community and enhance safety. Within PA-1 and throughout the project site, roads and paths are designed to intersect as closely to 90° as possible. Interior speeds will be low, and all intersections will be provided with appropriate control and directional signage. On-site roadways and paths shall comply with County road standards, as well as those set forth in the approved Specific Plan. No unusual or potentially dangerous roadway or multi-modal path geometrics will be created within the project. Off-Site Agricultural Equipment and Activities Substantial portions of the properties in the vicinity of the project are programmed and approved for urban development and include the Kohl Ranch Specific Plan to the south, east and north, and subdivided lands to the west. However, while large tracts of vacant land previously in cultivation and currently fallow occur in the vicinity, much of these lands remain available for active agriculture and could generate additional farming-related traffic on area roadways.

Driving farm equipment on public roads can be a dangerous activity and a hazard to the farm equipment operator as well as to other traffic. Farm operators are sensitive to driving defensively and are generally cautious when sharing the road and may use part of the shoulder to facilitate passing by other vehicles. While farm equipment on public roads can be a hazard, as drivers new to this mix of vehicles and speeds become familiar with on-street farm equipment, they will be able to negotiate the roadway with minimal safety hazards. Therefore, no significant hazards or impacts are anticipated from the project due to off-site on-street farm equipment operations.

Construction of the project reservoir site will not involve any off-site modifications to roads or intersections. The project reservoir will not generate or cause an increased hazard due to a roadway geometric design feature and its operation will not result in potentially significant conflicts with agricultural traffic in the area. Impacts will be less than significant.

Require new or altered maintenance of roads or impact circulation during construction

The proposed project is projected to generate a vehicle mix comparable to other mixed-use communities common to the Coachella Valley, with automobiles making up a large share of the mix. The project's equestrian center (PA-1) will introduce a greater than typical number of trucks and horse trailers, materials delivery trucks and recreational vehicles (PA-4). The heaviest of these anticipated future vehicles will be comparable to farm equipment traversing area roads today.

Revenue sources that help pay for ongoing roadway maintenance include "Measure A" which is funded by gas tax and other fuel taxes. Other sources of funding for roadway maintenance include Senate Bill 1 (Road Repair and Accountability Act of 2017), which provides significant, stable, and ongoing increases in state transportation funding and allows local agencies and Caltrans to repair and maintain California's roads and bridges, reduce traffic delays, improve goods movement, and increase options for transit, intercity rail, and active transportation.

Based on the technical appendix for the project Traffic Analysis (see Appendix K), which includes counts for the existing equestrian facility, equestrian and RV truck traffic, truck and RV traffic will comprise 5% of weekday and 6% of weekend traffic volumes. The project will also be responsible for County-approved arterial roadway improvements adjacent to the site which will ensure that road, intersection and drainage facilities are properly designed and constructed to provide a normal useful life span.

Prior to the issuance of any site-disturbing permits, including grading permits, as a standard requirement the project contractor will be required to provide the County with a Traffic Control Plan (TCP) that will ensure minimal safety issues and disruption to traffic flow on adjoining roadways and will be implemented during the development of the site according to the County's established standards. The TCP will ensure adequate temporary and permanent roadway improvements within the public right of way. Turn lanes and stacking distances shall be established to ensure that construction equipment travel on adjoining and nearby roadways safely and efficiently operate during project construction. Therefore, no significant impacts are anticipated.

Emergency access

All-weather access across the Coachella Valley Stormwater Channel currently exists at Avenue 62 and Avenue 56 (Airport Blvd.). Harrison Street extends south from the urban center of the city of Coachella where it is called Cesar Chavez Street and provides direct access to John F. Kennedy (JFK) Memorial Hospital located 8± miles to the northwest at the corner of Monroe Street and Dr. Carreon Way in Indio. Fire protection services are provided to the project area and the surrounding communities by the Riverside County under a contract with CalFire. Stations in the project vicinity include Station 39 at 86911 58th Ave in Thermal and located three miles to the northeast with a response time of approximately five minutes. Emergency police response is also locally available.

The nearest Riverside County Sheriff's Station is located at 86625 Airport Boulevard in Thermal, within a five-minute response time with direct access to Harrison Street and the project site. The nearby City of La Quinta also contracts with the County Sheriff's Department and provides mutual aid across the County Sheriff's various clients in the Coachella Valley. The La Quinta station is located at 78-495 Calle Tampico, approximately 10 miles northwest of the subject property.

The proposed project provides seven primary access drives into the project from the surrounding arterial network. The project also plans a diverse motor vehicle and multi-modal circulation network that provides substantial intra-project connectivity that can serve and facilitate emergency access to all areas of the project. Accessibility is further evaluated by the County Fire Marshall at the subdivision and plot plan (development plan) level to ensure compliance with all County standards for emergency access. Therefore, impacts to emergency access are less than significant.

Construction or expansion of a bike system or bike lanes

The County General Plan promotes alternative modes of transportation including a trails and bikeway system. Figure 9 of the Eastern Coachella Valley Plan (ECVAP) delineates the system on project adjacent roads and others in the area and includes the following future facilities:

Harrison Street:	Design Guidelines Trail, Class I Bike Path, Class II Bike Path
Avenue 62:	Class I Bike Path
Tyler Street:	Class I Bike Path
Avenue 64:	Combined Trail (Regional Trail/Class I Bike Path

Finding:

The County Board of Supervisors finds that the project's impacts to the bike system or bike lanes will be less than significant.

Facts in Support of Finding:

The Thermal Ranch Specific plan is built around an extensive network of multi-modal paths, trails and sidewalks that interconnect the various project planning area and connects to the County's regional trails network along the streets bounding the project site. For the most part, motor vehicles will be restricted from entering the horse park (PA-1) where most transportation will occur by means of walking, bicycles, horseback riding and golf carts. The residential uses (PAs-2, 3, 4 and 5) will have access gates that allow non-motorized direct access to connect to all on-site services and facilities. project-adjacent trail facilities include multi-modal trails for use by bicycle and pedestrian travelers planned along the project frontage of Harrison Street, Tyler Street, 62nd Avenue, and future 64th Avenue.

These facilities are part of the County regional trails systems set forth in the ECVAP and will establish the backbone for this extensive network of regional trails. Impacts of the project will be beneficial and no significant adverse impacts on bicycle or pedestrian facilities will occur. In summary, the proposed project is consistent with County policies related to the provision of multi-modal transportation facilities and impacts in this regard will be less than significant.

UTILITIES AND SERVICE SYSTEMS

Require relocation or construction of new or expanded facilities

The Draft EIR analyzes the construction of new or expanded facilities for water, wastewater, drainage, and utilities, and whether the construction of such facilities would have any significant adverse effect.

Water

CVWD has an existing 30" water main within Harrison Street immediately west of the project site that is available to serve the proposed project. Development within the project will be served by the proposed internal network of lines that will connect to the existing public CVWD facilities. Currently, a private well exists on the subject site. The project provides for up to four on-site CVWD well sites to serve the development's water needs.

Wastewater

CVWD has a 42" gravity sewer main immediately north of the site within the Avenue 62 right of way. This sewer main connects to CVWD Wastewater Reclamation Plant No. 4 (WRP-4). The project site would be served by connection to the Avenue 62 line and treatment at WRP-4, located 2.25 miles east of the subject property.

Stormwater

There are no tributary flows that pass through the project site. Internally, the proposed project will convey storm flows through the site via internal streets to on-site retention basins. The development is designed to retain all runoff from the 100-year storm on-site and will provide approximately 51-acres of retention area, dispersed across 13 basins in nine drainage areas.

CVWD Middleton Reservoir 7802-1 Site

The project reservoir site, located 2.4± miles southwest of the project site, currently hosts a CVWD 2.5 mg tank and is planned and improved for multiple tanks. The reservoir site has sufficient electrical power to operate its existing and planned future tanks at this location. These facilities are fully serviced to the extent necessary and do not require sewer service, domestic water or other utilities. Therefore, the project will not require or result in the relocation or construction of new or expanded water facilities beyond the subject project reservoir. Neither will the new reservoir require wastewater treatment or storm water drainage facilities. Construction and operation of the project reservoir will have no adverse impacts on these facilities.

Sufficiency of Water Supplies

To determine the adequacy of available water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, the Draft EIR incorporates information from the Water Supply Assessment/Water Supply Verification (WSA/WSV) prepared for the proposed project and approved by CVWD in July of 2023 (Draft EIR, Appendix M).

Sewer

Require or result in the construction of new wastewater treatment facilities

Adequate capacity for wastewater treatment

Wastewater from the project will be conveyed to CVWD Wastewater Reclamation Plant No. 4 (WRP-4), which has average influent flows of 5.0 million gallons per day (5,000,000 gpd). The extension of sewer lines into the project site and in adjacent right of ways would also have less than significant impacts.

The project reservoir site, located 2.4± miles southwest of the project site, currently hosts a CVWD 2.5 mg tank and is planned and improved for multiple tanks. The project reservoir will not require wastewater treatment facilities and development and operation of the project reservoir will have no impact on local or regional wastewater collection and/or treatment facilities.

Solid Waste

Generate excess solid waste and compliance with Statutes and Regulations Related to Solid Waste.

The proposed project will generate solid waste during the construction and operational phases. Solid waste generation resulting from construction activities would be short term, and local landfills would have sufficient capacity to accommodate it. During operations, the project would result in the generation of solid waste associated with residential uses and commercial uses, as well as manure/bedding generated by the equestrian center. The manure from the horse park facility is subject to an operations plan approved by County Environmental Health to ensure the sanitary disposal of manure on a daily basis.

Based on the project's estimated operational waste stream, it would not exceed the landfill capacity. Household and commercial waste generated by the project would not constitute significant demand that would exceed remaining landfill capacity, as discussed in more detail in the Draft EIR and incorporated herein.

The project reservoir site, located 2.4± miles southwest of the project site, currently hosts a CVWD 2.5 mg tank and is planned and improved for multiple tanks. The project reservoir will require the shifting of the existing earthen berm 35± feet to the north to accommodate the new reservoir. Limited additional site improvements and the reservoir's construction will generate limited but highly recyclable wastes, including concrete and steel. Related construction wastes will not exceed any local or state standards, and will comply with applicable federal, state and local waste stream management. Impacts will be less than significant.

Require or result in the construction of new facilities or the expansion of existing facilities for the following:

Electricity

Electricity is provided to the project area by Imperial Irrigation District (IID). IID is California's sixth-largest electrical utility, and its third largest public power utility. The IID 2020 power mix is comprised of 41% "eligible" renewable sources (including biomass and biowaste), 28.5% natural gas, 3.5% nuclear and 21.2% identified as unspecified sources for power purchased on the open market. Existing power lines occur on three of the rights-of-way bounding the project site: Harrison Street, Avenue 64, and Tyler Street, including high voltage transmission lines along the project's southerly boundary. The project includes a proposed new IID substation in the southeast corner of the property, the construction and operation of which will not have any significant adverse effects beyond those analyzed and disclosed in the Final EIR.

Natural Gas

Natural gas services in the project area are provided by Southern California Gas Company (SoCalGas). Natural gas supplies are transported from Texas to the Coachella Valley through three eastwest trending gas lines, which cross the valley near and parallel to Interstate-10 and continue west to Los Angeles. The pipelines include one 30-inch line and two 24-inch lines, with pressures of 2,000 pounds per square inch (psi). There is currently no natural gas service directly to the project site. According to consultation with SoCalGas, the closest high pressure natural gas lines are located on Monroe Street at Avenue 61, and on Polk Street at Avenue 58.

Communications Systems

Frontier Communications will provide telephone service to the project site. Cable television will be available to the site from Spectrum Communications.

Street lighting

There is one streetlight on the southeast corner of Tyler Street and Ave 62. There are no other streetlights in the project vicinity.

CVWD Middleton Reservoir 7802-1 Site

The project reservoir site currently is provided electrical power by the Imperial Irrigation District (IID) and is also supported by CVWD telemetry. The project reservoir site has been improved for multiple tanks and will not require any new utility service or access, and therefore no new construction that could have adverse impacts. There will be no impacts in this regard.

Finding:

The County Board of Supervisors finds that the project's impacts concerning utilities and service systems will be less than significant. The County Board of Supervisors finds that the new and expanded utilities facilities to be constructed as part of the project, including the upgraded electrical substation, additional electrical conduit, and water line extension, will not have any

significant adverse effects. The County Board of Supervisors further finds that there are sufficient water supplies available to serve the project and all reasonably foreseeable future development, as well as all existing uses, during normal, dry, and multiple dry years, and further finds that the project's impacts relating to water use are less than significant. The County Board of Supervisors also finds that there is adequate capacity in CVWD's wastewater treatment system and Riverside County Department of Waste Resources' landfills to meet the project's wastewater and solid waste demands, and finds that the project will comply with all applicable solid waste statutes, policies, and guidelines. No mitigation measures are necessary. Impacts will be less than significant.

Facts in Support of Finding:

Require relocation or construction of new or expanded facilities

Water

The construction of expanded water facilities will occur on the project site, the entirety of which is currently in cultivation, and on the existing reservoir site. Any potential environmental impacts associated with the construction would therefore already be accounted for in the EIR. Connection with the existing water main in Harrison Street would involve construction in the right of way but that street is already disturbed and partially paved; therefore, no significant environmental effects are expected to occur. CVWD is expected to have sufficient water supplies to serve the project. Therefore, other than on-site extensions, the project would not require relocation or construction of new or expanded facilities.

Wastewater

The proposed development would require an extension from the existing 42" sewer main in Avenue 62 into the project site. As shown in Exhibit 2.21-2 of the Draft EIR, the project also proposes a 15" sewer main in the Tyler Street right of way, which would connect with the existing 42" main where Tyler Street intersects with Avenue 62. An internal system of sewer mains and two lift stations is also proposed. The proposed lift stations are planned in PA-4 (see Exhibit 1-8 of the Draft EIR) and, although private facilities, will substantially comply with the regulations provided in the CVWD Development Design Manual, including a minimum separation of 100 feet between the lift station and any buildings or houses.

Stormwater

The Hydrology Report prepared for the project estimates that 4,784,498 cubic feet of stormwater storage will be provided on the property. The project will not rely on off-site stormwater facilities, and thus will not require construction or relocation of such facilities resulting in off-site environmental impacts. Impacts will be less than significant.

Sufficiency of Water Supplies

The entire subject property is currently in active agriculture for row crops. Irrigation water is imported from the Colorado River via the All-American Canal and the Coachella Branch Canal and distributed to farmlands via the irrigation distribution system operated by the US Bureau of Reclamation (USBR) and CVWD. The current agricultural operation on the subject site uses

approximately 2,000 acre-feet per year of water. The WSA/WSV projected the water demand from the development of the approximately 619.1-acre site to include up to 1,362 dwelling units (including 320 RV spaces), 285,000 square feet of commercial uses, a 150 key hotel, 10,687,444 square feet of landscaping/open space, and 372,720 square feet of outdoor recreational water uses. Water demand was calculated using demand factors from the California Water Code, the American Water Works Association Research Foundation's (AWWARF's) Commercial and Industrial End Uses of Water, equine industry standards, and CVWD's Landscape Ordinance No. 1302.5.

As shown in Table 2.21-2 of the Draft EIR, the project is expected to use 1,753.63 acre-feet of water per year (AFY). The primary source of water for the project will be supplied by CVWD's domestic system, which extracts groundwater from the local aquifer. This source will serve all of the project's indoor residential and commercial demand, as well as the outdoor recreational demand, which includes swimming pools. The project's demand for domestic (potable) water will total 590.25 AFY. The other water sources serving the project will be canal water (imported from the Colorado River) or CVWD's non-potable system, with private well water available as a backup source if needed. These nonpotable sources will serve the project's outdoor irrigation demand, which includes landscaping and dust control management. Landscaping in the proposed development will adhere to the water conservation goals of the California Department of Water Resources (DWR) Model Efficient Landscape Ordinance (MWELO) and the Coachella Valley Water District (CVWD) MWELO (Ordinance No. 1302.4), including the use of climate-appropriate drought tolerant plants. The project's water demand for outdoor irrigation will total 1,168.73± AFY.

The projected water demand for the project is 1,753.63 AFY. The project would therefore result in approximately 12% less water demand than the current existing use, albeit from a broader mix of water sources, of approximately 2,000 AFY of irrigation water imported from the Colorado River. According to the WSA/WSV prepared for the project, CVWD's urban water demand was 101,546 acrefeet (AF) for 2021, and the projected urban water demand by 2045 is 148,166 AF. The project's water demand of 1,753.63 AFY accounts for approximately 3.8% of the total planned increases in demand of 46,620 AF by 2045. The WSA/WSV provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years overs a 20-year projection to meet the projected demands of the project, in addition to existing and planned future water demands of CVWD. Therefore, the water supplier has sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts will therefore be less than significant.

CVWD Middleton Reservoir 7802-1 Site

The project reservoir will not in and of itself affect water supplies, project impacts are described above. Therefore, impacts to local and regional water supplies will be less than significant.

Sewer

Require or result in the construction of new wastewater treatment facilities

Adequate capacity for wastewater treatment

Based on wastewater generation factors from CVWD and comparable projects, the project is projected to generate 403,750 gallons per day of wastewater, as shown in Table 2.21-3 of the Draft EIR. This represents approximately 8% of the current average daily influent flow at WRP-4, or a combined total of 5.40 mgd. This combined project wastewater and current daily influent would remain well below WRP-4's maximum capacity of 9.9 mgd. Accordingly, the wastewater reclamation plant would have sufficient capacity to treat the wastewater generated by the project. The project would therefore not require the construction of new or expanded wastewater treatment facilities, and impacts would be less than significant.

Solid Waste

Generate excess solid waste and compliance with Statutes and Regulations.

Solid waste generation resulting from construction activities would be short term, and local landfills would have sufficient capacity to accommodate it. Construction debris must be disposed of in accordance with local and state requirements. Additionally, CalGreen requires that a minimum of 65% of construction waste materials are reused or recycled.

Using solid waste generation factors from CalRecycle, Table 2.21-4 of the Draft EIR shows the estimated waste that the project would generate on a daily basis once operational.

Residential and Commercial Solid Waste

Assembly Bill (AB) 939 requires a 50% diversion of solid waste from landfills. Accounting for this diversion, the project is estimated to generate approximately 5,402.5 pounds of solid waste per day (985.96 tons per year) from household and commercial sources that be collected by Burrtec and will go to an area landfill. The El Sobrante Landfill has a remaining capacity of 143,977,170 cubic yards, the Lamb Canyon Landfill has a remaining capacity of 19,242,950 cubic yards, and the Badlands Landfill has 7,800,000 cubic yards of remaining capacity. Household and commercial waste generated by the project would contribute approximately 0.014% annually to the El Sobrante Landfill's remaining capacity, 0.1% annually to the Lamb Canyon Landfill's remaining capacity, or 0.25% of the Badlands remaining capacity.

Manure

As shown in Table 2.21-4 of the Draft EIR, the proposed equestrian stables would generate approximately 135,000 pounds of manure/bedding per day, which would be removed from the site on a daily basis and transported by a licensed trucking company to the Salton City Solid Waste Site. This solid waste landfill, operated by Burrtec, has a daily throughput capacity of 6,000 tons. During peak operations at the equestrian center, the daily generation of 135,000 pounds (67.5 tons) of manure would contribute 1.125% of the landfill's daily throughput capacity of 6,000 tons. As of September 2018, the Salton City Solid Waste Site has a remaining capacity of 1,264,170 cubic

yards. While the proposed equestrian center is estimated to generate 135,000 pounds of manure per day during peak operations, no horses will be boarded on-site during the May to October off-season, and therefore no manure would be generated during these months. Assuming that up to 2,700 horses are boarded on-site only during the seven-month event season, then the equestrian center would generate 28,620,000 pounds or 286,200 cubic yards of manure annually. The project's estimated manure generation would therefore contribute approximately 22% annually to the total remaining capacity of the Salton City Solid Waste Site.

Manure is biodegradable and can be composted and reused for applications such as fertilizer. While the manure generated by the project is currently expected to be hauled to the Burrtec-operated Salton City Waste Site, alternative methods of disposal and reuse are available in the Coachella Valley. For example, the manure could be composted at existing composting facilities in the area, such as the Burrtec-operated Coachella Valley Compost facility located east of Indio which accepts manure and has a max permitted throughput of 985 tons per day.

While the manure generated by the proposed equestrian center will not constitute a significant portion of the daily capacity of the Salton City Solid Waste Site, it will use a substantial portion of the remaining capacity of the waste facility. However, given that the manure could, in the future, instead be transported to a composting facility, it is not expected to exceed State or local standards, or otherwise impair the attainment of solid waste reduction goals in the long term. Overall, even in the absence of alternative methods of disposal and reuse, impacts related to the generation of manure will be less than significant.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to manure management, as well as the additional comments made at and prior to the final Board of Supervisors hearing, including the supplemental comments B-2 and B-6 (letter submitted on October 15, 2025 by Leadership Counsel). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any new or more severe significant adverse effects relating to manure management, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds the Final EIR, Supplemental Responses B-2 and B-6, and the information provided in the Thermal Ranch Equestrian Center Operations plan persuasive, and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding manure management and its potential environmental effects.

Solid Waste Reduction and Management

The project, as well as Riverside County and Burrtec, are required to comply with all applicable solid waste management statutes and regulations. The project must also comply with all applicable policies in the Countywide Integrated Waste Management Plan. Household and commercial solid waste generated by the project will not interfere with the County's compliance with AB 939 or other applicable regulations. project impacts related to solid waste will be less than significant.

The Board of Supervisors reviewed and considered the Draft EIR comments relating to the project's compliance with AB 939's requirements for diversion of horse manure, including

Comments C-12 (which is a letter from SWAPE attached as Exhibit A to Comment letter C). The Board of Supervisors finds that these comments lack merit and fail to provide any substantial evidence of any new or more severe significant adverse effects relating to solid waste, beyond what is described above and in the Draft EIR, or of any inaccuracies in the Draft EIR or technical studies. Rather, the Board of Supervisors finds Final EIR Responses C-12 persuasive and hereby adopts those responses and incorporates them into the Board of Supervisor's findings, analysis and conclusions regarding the diversion of horse manure.

Require or result in the construction of new facilities or the expansion of existing facilities for the following:

Electricity

As discussed in Draft EIR Section 2.3, the future IID substation would have a less than significant impact on viewsheds and area aesthetic resources. Construction of a substation within the site would have no additional environmental impacts beyond those analyzed for the project in the EIR. Impacts associated with electricity facilities would therefore be less than significant.

Natural Gas

The nearest natural gas lines to the project site are located on Monroe Street at Avenue 61, approximately 3.5 miles west of the subject site, and on Polk Street at Avenue 58, approximately 4 miles northeast. Distribution lines will be required to extend to the project site; however, the extension of gas lines will occur within the existing, previously disturbed road rights-of-way, and therefore will have a less than significant impact on the environment.

Communications Systems

It is expected that extension of telecommunication lines will occur within existing road rights-of-way and will have a less than significant impact on the environment.

Street lighting

Project lighting will be provided in accordance with County standards. As deemed appropriate by the County, a Lighting, Landscape and Maintenance District (LLMD) may be established for the project, which could include the maintenance of streetlights.

Maintenance of public facilities, including roads

The maintenance of public facilities, including roads, power lines, irrigation lines, and other infrastructure, is expected to occur within the existing and future road rights-of-way and easements, in areas that have already been heavily disturbed by existing infrastructure and the ongoing agriculture on the subject site. The maintenance of these public facilities is therefore not expected to result in significant environmental impacts.

Other governmental services

No other governmental services that may be provided to the proposed project are expected to result in significant environmental impacts.

WILDFIRE

The proposed project is not located within or in proximity to a designated fire hazard zone. The project site is entirely in active cultivation and includes four sheds and one enclosed shop building. Lands surrounding the subject property are comprised of those in active agriculture, fallow ag lands, ranch and equestrian development, the Thermal Club and vacant lands. Fallow and vacant lands are vegetated to varying degrees with native and invasive species of grasses and shrubs, including lands south of the Ave 64 right of way and lands on the west side of Harrisons Street and south of the midsection line.

The development of the project will include the introduction of a variety of new structures, ranging from single family homes to larger buildings associated with commercial structures and the equestrian center. All new structures will be built in conformance with prevailing County and State Building Codes and Ordinances. The project site is and will continue to be isolated from surrounding lands by arterial-scale roadways, which will serve to insulate the project from the effects of off-site fires and vice versa.

Impair an emergency response or evacuation plan

The County Multi-Jurisdictional Local Hazard Mitigation Plan directs the County's emergency response efforts in the event of natural or manmade disasters. The main evacuation routes in the project planning area include the Highway 86 Expressway and State Highway 111 accessed via Avenue 62, as well as Harrison Street, along with primary and minor arterial streets serving as secondary routes. The Jacqueline Cochran Regional Airport can also serve as an emergency response staging and air evacuation facility.

The proposed project does not propose changes to existing emergency response/evacuation plans, and adherence to such plans will ensure that development pursuant to the Specific Plan would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Exacerbate wildfire risk and create pollutants

Climate and wind patterns primarily control the direction and the spread of wildland fire, and affect fire behavior by reducing fuel moisture, increasing the oxygen supply for combustion, preheating the fuels, and bending the flames closer to the unburned fuels ahead of the fire. The Coachella Valley is exposed to frequent gusty winds. Prevailing winds in the region are west to east; however, seasonally strong southeast and northeast winds also affect the area. Strongest winds occur most often in the spring and summer, with late summer and fall Santa Ana winds. Santa Ana winds occur when air from a region of high pressure over the dry, desert southwestern flows westward towards low pressure located off the coast. This creates dry winds that flow east to west through the deserts and mountain passages in Southern California.

Wildfire hazards to a developed community are highest in areas near the wildland-urban interface (WUI). CALFIRE has not designated lands in the project vicinity as very high fire hazard severity (VHFHS) zones nor non-VHFHS zones and the nearest mapped fire hazards are those associated with State Responsibility Area (SRA) lands along the Santa Rosa Mountains foothills and alluvial fans approximately 2.25 miles west of the project (Draft EIR, Exhibit 2.22-1 and Figure 2.22-1).

Require infrastructure

Development of project will include the construction of expanded public roads and new intra-project roads, water sources, power lines, and other utilities. The project site is not within a wildfire zone, the nearest being 2.25± miles to the west.

Expose people or structures to risk of flooding, loss, injury or death

The project and immediate planning area are located outside mapped wildfire hazard areas and, therefore, have little potential for hazards resulting from post-wildfire flooding, landslide, or slope instability. As discussed in Section 2.12: Hydrology and Water Quality, project lands are not located within a FEMA-designated 100-year flood zone.

Finding:

The Board of Supervisors finds that impacts related to wildfire, including by: impairing an emergency response or evacuation plan; exacerbating wildfire risk and creating pollutants; requiring infrastructure; and exposing people or structure to the risk of flooding, loss, injury or death will be less than significant. The Board further finds that the project will comply with state, regional and local regulations and standards, including those set forth in the Uniform Building Code and the California Fire Code; that the installation or maintenance of infrastructure associated with project development, such as roads, fuel breaks, emergency water sources, power lines or other utilities, will not exacerbate fire risk or result in temporary or ongoing impacts to the environment. No mitigation measures are necessary. Impacts will be less than significant.

Facts in Support of Finding:

Impair an emergency response or evacuation plan

Avenue 62 provides all-weather access across the Coachella Valley Stormwater Channel and intersects with Highway 1111 and Highway 86 on the east side of the channel. Highway 86 north provides a direct connection to US Interstate-10. Highway 111 provides all-weather channel crossing just north of Ave 58 and extends northeast through Coachella, Indio and other valley communities located along the Santa Rosa Mountains.

The proposed project is located on a site with existing access to public roadways and would not interfere with emergency response or evacuation of adjacent sites. Any alterations to roadways in the planning area would be required to demonstrate compliance with the County's Fire Department requirements pertaining to access/egress to ensure adequate emergency access. These efforts would minimize the potential for a roadway design that could hinder emergency response or evacuation. Project impacts would be less than significant.

The reservoir site is located on the lower slopes of the Martinez Canyon alluvial fan at an elevation of 61± feet above mean sea level in an area of very sparse vegetation and extensive agriculture and other land conversions. Lands to the north and east are in agriculture, lands to south include a golf club, while lands to the west of the reservoir site are comprised of braided streams and light vegetation. The reservoir site has established access on currently dirt roads in proximity to the reservoir site, being isolated from urban development and major roadways. The project reservoir will not substantially impair an adopted emergency response plan or emergency evacuation plan.

Exacerbate wildfire risk and create pollutants

The project is located on currently cultivated farmland on the valley floor where strong, sustained winds can occur. Development will be conducted in a manner that is sensitive to and minimizes wildfire risks and the potential exposure of occupants to pollutant concentrations and uncontrolled spread of wildfire. During construction, strict adherence to the County Fire Code and the California Fire Code and other safety regulations will ensure that contractors minimize wildfire risks, and in turn, pollutant concentrations associated with wildfire. Future development projects would be evaluated and monitored on a project-by-project basis to assure regulations are properly implemented. Implementation of the proposed project would result in less than significant impacts associated with wildfire risks and associated pollutants.

The reservoir site is located on the lower slopes of the Martinez Canyon alluvial fan at an elevation of 61± feet above mean sea level in an area of very sparse vegetation and extensive agriculture and other land conversions. Lands to the north, south and east are in agriculture (a golf club is also under development to the south), while lands to the west of the reservoir site are comprised of braided streams and light vegetation. No particular factors, such as slope effect winds, have been identified that increase the risk of exposure of the local population to pollutants from an area wildfire. There are no residences associated with the reservoir site. There will be no impacts.

Require infrastructure

The proposed project will have no impact on fire risks in these areas. Lands west of the planning area and in the Santa Rosa Mountain foothills is designated as a fire hazard severity zone within the State Responsibility Area.13 The project site currently hosts IID transmission lines along its south boundary and a new IID substation is proposed at the northwest corner of Tyler Street and Ave 64 within the subject property. Both the existing power lines and the future substation are planned with substantial setbacks and current and future facilities will not significantly exacerbate fire risk in the project areas or result in temporary or ongoing impacts to the environment. Therefore, impacts in this regard would be less than significant.

The project reservoir site has secure and adequate access and electric power to serve the project reservoir and associated facilities. The site's existing 25-foot earthen berm will be shifted 35± feet farther to the north to accommodate the project reservoir. Neither existing nor planned reservoir utilities are expected to exacerbate any fire risk or result in any significant temporary or ongoing impacts to the environment. Impacts will be less than significant.

Expose people or structures to risk of flooding; expose people or structures to risk of loss, injury or death

The County development and building permit process ensures that applicable safety requirements will avoid and minimize wildfire risks and environment impacts to the greatest extent practical. project development will be constructed according to the Uniform Building Code and the California Fire Code. The project site is located on the valley floor and is bounded by arterial roadways and surrounded primarily by agricultural lands. Within the planning area, the nearest Fire Threat Zones are in the foothills and are moderate to very high. There is no sloping terrain, fire-affected or otherwise, that could pose as a threat to the project site. project development would not result in significant adverse impacts associated with post-fire risks. project implementation would not expose people or structures to significant downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes.

The reservoir site is located in an area mapped as having a moderate wildfire risk and is under state jurisdiction. The site is improved for multiple tanks, with one 2.5 mg tank having been built to date. The multi-tank site is surrounded by a 25-foot earthen berm and the site has very little to no vegetation. No particular factors have been identified that increase the risk of exposure to downslope or downstream flooding or landslides induced by wildfire or other causes. Neither will the project reservoir expose people or structures to the threat of wildfire, the planned improvements being limited to adjustments to the existing berm and the erection of a welded steel water tank. Therefore, impacts will be less than significant.

V. FINDINGS REGARDING ENVIRONMENTAL EFFECTS HAVING NO IMPACT

AESTHETICS

Impact a Scenic Resources within a State Scenic Highway Corridor

The nearest scenic or eligible scenic highway is Highway 111, which is a State-eligible Scenic Highway between Bombay Beach on the Salton Sea and State Avenue 66 near Mecca and approximately 3.50 miles southeast of the project and reservoir sites. Intervening development includes agricultural lands, mobile homes parks and scattered residences, the Coachella Valley Stormwater Channel, Coachella Valley Water District Water Reclamation Plant (CVWD WRP 4), the Thermal Club resort development and vacant lands. US Interstate-10 located 7.50± miles to the northeast is designated a County Eligible scenic highway. There are no officially designated or eligible state scenic highways in the project area or the Coachella Valley Water District Middleton Reservoir site, nor any locally designated scenic corridors. Therefore, the proposed project will not have an impact on any eligible county or state-designated highway.

Effects on Scenic Resources

The proposed project is situated on a primarily flat rural agricultural area of the eastern Coachella Valley. There are no scenic resources or unique landmarks or features on the subject property, the entirety of which is in active cultivation. Although there are agricultural buildings on-site, they do not constitute a visual (or architectural) resource. Dominant visual elements on or close to the project site include the IID high voltage power poles and lines located along the south boundary of the site and along the west side of Harrison Street. The project will not have any significant

adverse effects on scenic resources. Construction of the project reservoir at CVWD Middleton Reservoir 7802-1 site will occur on the already developed and screened site. The project will construct a 5 mg reservoir north of the existing 2.5 mg reservoir and shift the existing berm approximately 35± feet to the north to continue to screen the site from downslope views. No existing scenic resources will be damaged, nor will there be any significant impact to existing prominent public scenic vistas or views.

BIOLOGICAL RESOURCES

Riparian habitat

There is no riparian habitat present on the project site. There is also a lack of adequate riparian habitat in the project vicinity to support least Bell's vireo or the southwestern willow flycatcher, both species covered by the CVMSHCP. The existing reservoir site has previously been graded, a berm constructed, and the site developed to accommodate the existing and future water tanks. The reservoir site is without trees, has few shrubs and no sensitive vegetation or wildlife. Construction of the required tank and the shifting of the existing berm 35± feet to the north will not impact any sensitive habitats or plant communities.

GEOLOGY AND SOILS

Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

The project site is not located within or in proximity to an Earthquake Fault Zone, nor are any other active or potentially active faults located in proximity of the subject property. No active faults are known to project through the subject property; however, the San Andreas Fault is located approximately 5.5 miles northeast of the project site. The associated surface projection of this fault system is less than 9.5 miles from the project and is capable of generating a magnitude 6 or larger event, as discussed further below. Given the proximity of the project to active faults, moderate to severe grounds shaking is a hazard. However, impacts from fault-related ground rupture are not anticipated due to the subject property's distance from active faults and location outside of any Alquist-Priolo Fault Zone. Therefore, the project site would not be subject to rupture of an on-site fault. Similarly, the CVWD Middleton Reservoir 7802-1 site located 2.4± miles southwest of the project site and there are no known geotechnical constraints that would prevent the construction of the subject 5-million-gallon tank. Impacts from fault-related ground rupture are not anticipated due to the reservoir's distance from active faults (9± miles) and location outside of any Alquist-Priolo Fault Zone. Therefore, the reservoir site would not be subject to rupture of an on-site fault.

HYDROLOGY AND WATER QUALITY

Inundation by flooding, seiche, tsunami or mudflow

The subject property is potentially subject to local 100-Year flooding primarily from the Santa Rosa Mountains to the west. The site is also located west of the Coachella Valley Stormwater Channel (CVSC) and one mile west of the 100-Year flood plain associated with this major drainage feature. The south half of the subject property is designated Zone X on the FEMA Flood Insurance Rate Maps, which indicates inundation threat of less than 1-foot in depth and partially associated with a reduced flood risk due to levee protection. A CVWD open stormwater channel is planned

along the intervening Ave 64 right of way that, once constructed, will offer at least some protection against this flooding (inundation) threat. The mapped inundation threat appears to be associated with the assumed failure of the Dike 4 protective levee to the west, although the significance of that threat appears limited. The subject property is not located downstream of any large water storage facility and is not subject to tsunami or seiches. The project includes a 231± acre equestrian center a portion of which would be located within the identified 1-foot inundation area as shown on the current FEMA maps. The project site is not located in an area with a significant flood hazard or where tsunamis of seiches may occur and, therefore, the project will not create a significant risk of release of pollutants due to inundation.

The project reservoir is located 2.4± miles southwest of the project site at an elevation of 61± feet above sea level and is surrounded by an earthen berm that serves to isolate the site. The project reservoir site is not located within a 100-year flood zone and is not subject to tsunamis, seiching associated with the Salton Sea or other body or water, or the related release of pollutants due to such events. The project reservoir will generate no impacts in this regard.

Consistency with WQCP or groundwater management plan

The proposed project will be required to comply with all applicable stormwater management plans and water quality plans of CVWD and the Regional Water Quality Control Board. The project site is located 4 miles east and down-gradient of major CVWD groundwater recharge facilities and will have no effect on them or their function. The project is also projected to use approximately 12 percent less water than does current agriculture on the site. Storm runoff will be retained on site and in an approved manner. Therefore, the project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The project reservoir will further implement CVWD's urban water management plan and will not conflict with or obstruct implementation of a water quality control plan and will not affect or impact any groundwater management plan. The reservoir project will have no impacts.

MINERAL RESOURCES

Loss of a mineral resource of local value or of value to region or state; Expose hazards from quarries or mines

The project site is located on the valley floor, approximately 2.8 miles east of alluvial washes emanating from the Santa Rosa Mountains, where minable sands and aggregate occur. On-site soils are sands, silt and fine silt and are not considered a potential source of aggregate and a limited source for sand. The nearest mapped mineral resource zone is located one mile north. The site is not mapped or otherwise identified as a locally-important mineral resource recovery site delineated on the County General Plan or the ECVAP. The site is not located in proximity to any existing or abandoned quarries or mines.

Furthermore, the project planning area has been in active cultivation, ranches, airport and other uses for many years and in recent time has experienced encroaching urbanization from the north and east, further reducing the site and vicinity's value as a mineral resource area. The local market is demonstrably well supplied for the foreseeable future through a variety of active mining permits in the valley and vicinity. The proposed project will have a less than significant impact on or result

in the loss of availability of a known mineral resource of local, regional or state-wide value or a so-delineated resource recovery site. There are no proposed, existing, or abandoned quarries or mines in the project vicinity and the project will not expose people or property to hazards associated with mining or mineral extraction activities.

The Middleton reservoir site has been previously disturbed through decades of agricultural use. In 2002, CVWD approved the site for the development of multiple water tanks. The site currently hosts one 2.5 mg tank. The existing 25-foot berm screening the reservoir site will be shifted 35± feet north to accommodate the project reservoir. Given the site's developed state, development of the project reservoir will not result in the loss of a known mineral resource or locally important resource site, or potentially expose people or property to proposed, existing, or abandoned quarries or mines. There will be no significant impacts to mineral resources.

Effects Having No Impact and Not Analyzed Further in Draft EIR

In addition to the foregoing potential environmental effects, for which the Board of Supervisors finds that project will have no impacts and do not require mitigation, the Board of Supervisors further finds that the following impacts associated with the project will have no impacts, do not require mitigation, and did not need to be analyzed in further detail within the Final EIR: Agricultural and Forest (Forest Resources), Biology (federally protected wetlands); Hazards and Hazardous Materials (safety hazards for projects located within ¼ mile of a school, site included on the Government Code section 65962.5 hazard list, and located near a private airstrip); Land Use and Planning (physically divide an established community only); Noise (site located near a private airstrip); and, Population and Housing (displacement of people or housing).

VI. FINDINGS REGARDING CUMULATIVE IMPACTS

CEQA requires that an EIR includes an assessment of the cumulative impacts of a project when the project's incremental effect may be cumulatively considerable. As defined in State CEQA Guidelines §15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The nature of the Specific Plan project lends itself to a cumulative impact analysis based on the regional plan approach. Guidance for cumulative impact analysis is provided in State CEQA Guidelines §15130, which states that:

- An EIR shall discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable" (i.e., the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current, and probable future projects, including those outside the control of the agency, if necessary).

- An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.

- A project's contribution is less than cumulatively considerable, and thus not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

- The discussion of impact severity and likelihood of occurrence need not be as detailed as for effects attributable to the project alone.

The focus of analysis should be on the cumulative impact to which the identified other projects contribute, rather than on attributes of the other projects that do not contribute to the cumulative impact for each resource area.

Aesthetic Resources

The Thermal Ranch Specific Plan will facilitate continued urbanization in the project planning area, where aesthetic resources have been impacted by surrounding urban development, including Kohl Ranch and the Thermal Club. The Specific Plan provides goals, objectives, standards and guidelines to reduce aesthetic impacts associated with project development and operation. The Specific Plan and County Zoning Ordinance ensure project-specific design review that will control design aesthetics, massing and scale of project development. Therefore, the proposed Specific Plan serves to avoid or minimize the potential adverse effects of continuing urbanization on the planning area's visual and other aesthetic resources. In addition, the project design features derived from the proposed Specific Plan and its conditions of approval will further assure that impacts related to aesthetics are less than significant.

Finding:

The Board of Supervisors finds that project's impacts related to aesthetic resources will not be cumulatively significant.

Facts in Support of Finding:

The Thermal Ranch Specific Plan provides design regulation and guidance for future development in the project planning area, and augments additional regulations provided by County lighting ordinances. To protect against aesthetic resources being degraded by potential future development, the Specific Plan recognizes the importance of and vested interest in preserving and enhancing the planning area's aesthetic resources. Therefore, any such impacts resulting from the implementation of the Thermal Ranch Specific Plan will not make a considerable cumulative contribution to regional impacts to these resources.

Agriculture and Forestry

The project proposes to develop farmland that is currently designated for "Agriculture" according to the County General Plan Land Use Element Foundation Component. Combined with other approved, planned, and pending developments in the project vicinity, the project would contribute to the cumulative conversion of agricultural lands in the eastern Coachella Valley to non-agricultural uses.

Finding:

The Board of Supervisors finds that the project's impacts to the conversion of agricultural lands to non-agricultural uses will be cumulatively significant.

Facts in Support of Finding:

The 2015 Riverside County General Plan designated 180,178 acres in unincorporated areas of the County for agricultural uses under the "Agriculture" Foundation Component. Given that 266,926 acres of agricultural lands existed at this time, the General Plan land use designations proposed to convert 86,748 acres of agricultural land in the unincorporated County to non-agricultural uses. The General Plan EIR No. 441 determined that this potential loss of 32.5% of farmland in unincorporated areas of the County, as well as other indirect impacts to farmlands and conflicts in land uses, would constitute a significant and unavoidable impact.

Beyond this farmland conversion accounted for in the County General Plan EIR No. 441, the proposed project would result in the conversion of an additional 619.1±-acres of farmland to non-agricultural uses. The project, combined with the farmland conversion planned in the General Plan, would therefore result in cumulatively considerable impacts to agricultural resources in the ECVAP region.

Air Quality

Impacts to air quality are assessed on a cumulative, regional scale due to the dispersing nature of pollutant emissions and the aggregate impacts from surrounding jurisdictions. The Coachella Valley is non-attainment for PM10 and ozone. Any activity resulting in the emissions of PM10, ozone, or ozone precursors will contribute, to some extent, to the regional non-attainment designation for these criteria pollutants. However, the level of cumulative impacts on regional air quality resulting from a single project are difficult to measure. Furthermore, although difficult to quantify, current farming activities on the project site are making a substantial contribution to the PM10 and PM2.5 levels in the project vicinity. Site stabilization through development will to a meaningful degree reduce if not eliminate current dust emissions from the site.

Finding:

The Board of Supervisors finds that the project's impacts to air quality will be cumulatively significant.

Facts in Support of Finding:

The project will contribute to incremental increases in criteria air pollutant emissions. As discussed in Section 2.5.6(b), the project is expected to exceed the SCAQMD thresholds for CO, NOx and ROG during its operations, at least in the near to mid-term; both pollutants are ozone precursors. The majority of the project's CO, NOx and ROG emissions are the result of mobile sources, which cannot be feasibly reduced to a level of less than significant due to the elective nature of individual transportation choices. Given that the project would contribute significant impacts to pollutants for which the region is in nonattainment, impacts to regional ozone levels would be cumulatively considerable.

Biological Resources

The project proposes the development of a property that has been heavily altered through agricultural activity for several decades. The only plants observed on site are nonnative low-growing weedy plants. No sensitive or special status wildlife was observed on the property, primarily due to lack of habitat. Therefore, even without the proposed development, the subject property can be considered to have low conservation value.

Finding:

The Board of Supervisors finds that project's incremental impact to biological resources in the area will be mitigated. Impacts will not be cumulatively considerable.

Facts in Support of Finding:

The lands adjacent to the project have also been disturbed for agricultural development, road maintenance, residential use, and livestock use and surrounding properties are presently used for residential development, agriculture, equestrian paddocks, and date palm groves. Other nearby lands are vacant but have previously been in cultivation greatly reducing the habitat values of these lands. Developing the project site would be therefore likely to have less than significant impacts to wildlife movement in the area.

The project is located within the CVMSHCP, the intent of which is to preserve lands of high conservation value, while permitting the development of areas with low conservation value. The project would pay into the CVMSHCP development impact/mitigation fee, which would directly contribute to funding the assembly of land in conservation areas. Impacts are considered cumulatively considerable when the impacts of two or more projects compound or are considerable when considered together, even if each project's impacts are insignificant when looked at individually. Given that the project site and vicinity are on land that has been heavily altered for many years, the proposed developed will not significantly contribute to the cumulative conversion of valuable biological resources. Moreover, by paying into the CVMSHCP development fee, the project will contribute to funding the consolidation of more valuable conservation lands into conservation areas. This will effectively mitigate any incremental impact contribution the project may make to biological resources in the area. Impacts will not be cumulatively considerable.

Cultural Resources

The geographic scope of the analysis of potential cumulative impacts on cultural resources includes the project site, reservoir site and surrounding areas. The proposed project would contribute considerably to cumulative impacts if it were to have a significant adverse effect on cultural resources, including historical and archaeological sites and resources, and cultural resources of importance to local Native American tribes. The cultural resources surveys conducted for the project and reservoir sites, including the evaluation of a wide range of literature, data, and information on historic, tribal, and other archaeological resources, found no evidence of such resources occurring on or adjacent to the project or reservoir sites.

Finding:

The Board of Supervisors finds that project's impacts related to cultural resources will not be cumulatively significant.

Facts in Support of Finding:

If unanticipated resources occur on the site, then the proposed development could contribute to the regional losses of cultural resources. However, the project mitigation measures will reduce impacts to historic and archaeological resources to less than significant levels. As other projects are developed in the eastern Coachella Valley, surveys for historical and archaeological resources will be required under CEQA on a project-by-project basis. Should these surveys identify the presence of cultural resources, mitigation would be required to ensure that there is no cumulative loss of such resources. These requirements ensure that there would not be cumulative impacts associated with historical or archaeological resources. Therefore, the proposed project's incremental impacts to these resources would not be cumulatively considerable.

Energy

Cumulatively considerable environmental impacts related to energy resources could occur if the project, as well as past, current, and future projects, are wasteful or inefficient in their energy consumption and thereby cause significant environmental impacts.

Finding:

The Board of Supervisors finds that project's impacts related to energy resources will not be cumulatively significant.

Facts in Support of Finding:

The proposed project and future projects will be required to comply with the Title 24 regulations, with measures associated with AB 32 and SB 32, or the Riverside County 2019 CAP Update. In addition, plans for energy efficiency and renewable energy are being regularly updated, requirements are becoming increasingly stringent, and the availability of cost-competitive renewable energy technologies is expanding. These changes are already supporting increases in energy efficiency and the adoption of renewable energy, and, in turn, will drive reductions in the consumption of energy from non-renewable sources. Overall, the project's compliance with applicable local, state, and federal policies will ensure that the use of energy related to the project will not be wasteful or inefficient. While the project will contribute incrementally to cumulative increases in state-wide energy consumption, impacts from the development will not be cumulatively considerable.

Geology and Soils

A consideration of cumulative effects associated with geotechnical conditions includes the degree to which a project may contribute to the cumulative impacts from seismic events, high groundwater, marginal soils, steep and unstable terrain and other conditions.

Finding:

The Board of Supervisors finds that project's impacts related to geology and soils will not be cumulatively significant.

Facts in Support of Finding:

The geotechnical conditions at the project site pose certain constraints, including seismic, high groundwater and soil conditions that require specific design and engineering solutions. With the application of the avoidance/minimization/mitigation measures set forth above and in the Petra Geotechnical Investigation, impacts associated with project geotechnical conditions will be less than significant. The proposed project will not significantly increase the community impacts associated with prevailing geotechnical conditions in the Coachella Valley, nor will it have a cumulatively considerable effect on geotechnical hazards or risk in the project area.

Greenhouse Gas

Due to their dispersing natural and aggregate regional impacts, greenhouse gases are analyzed in terms of cumulative impacts. The analysis in the EIR therefore considered the potential cumulative impacts of the project on greenhouse gas emissions in the Riverside County portion of the Salton Sea Air Basin, using the significance criteria provided by the County. The County's CAP Update was prepared with consideration to the state greenhouse gas reduction plans and targets.

Finding:

The Board of Supervisors finds that project's impacts related to greenhouse gas emissions will not be cumulatively significant.

Facts in Support of Finding:

While the project will contribute to cumulative greenhouse gas emissions in the Coachella Valley, conformance to the County significance thresholds indicates that impacts will be less than significant. Furthermore, all future development projects occurring in the County will also be subject to the development review process provided in the CAP Update, as well as other local and regional standards and requirements, as applicable. The project's impacts are therefore not anticipated to be cumulatively considerable.

Hazards and Hazardous Materials

Hazardous materials and risk of upset conditions are largely site-specific, resulting from the local conditions of individual developments. All new developments in the County are required to evaluate potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during construction and operation, the transport, use and disposal of hazardous materials, hazards to sensitive receptors, and emergency response.

Likewise, the Riverside County Airport Land Use Compatibility Plan ensures that as the area around the JCRA urbanizes, cumulative impacts related to public safety will not occur or will not be considerable.

Finding:

The Board of Supervisors finds that project's impacts related to hazards and hazardous material will not be cumulatively significant.

Facts in Support of Finding:

The project, and other development in the vicinity of the JCRA, will be subject to the regulations associated with the applicable land use compatibility zones, ensuring that potential safety hazards are minimized. All new developments in the Jacqueline Cochran airport influence area will be subject to the ALUCP policies and, if necessary, reviewed by the ALUC.

Overall, compliance with local, state, and federal laws pertaining to hazardous materials, hazards and emergency response, as well as airport safety hazards, will ensure that the proposed project will not combine with any related projects to cause a cumulatively considerable impact. Cumulative impacts would therefore be less than significant.

Hydrology and Water Quality

Surface and groundwater quality will not be significantly impacted by the project and will be managed by on-site stormwater facilities and by connection of the project to the CVWD sanitary sewer system. At buildout, the project will consume approximately 12 percent less water per year compared to current levels of on-site irrigation and project impacts to water supplies will be less than significant. The project will not alter any local or regional drainage pattern or contribute runoff to existing and planned drainage facilities, nor will it contribute to erosion or siltation. Therefore, with implementation of design standards and guidelines set forth in the Thermal Ranch and as represented in the subdivision map and development plans, and with application of the above mitigation measures, potential impacts to hydrology and water quality and supplies will be less than significant.

Finding:

The Board of Supervisors finds that project's impacts related to hydrology and water quality will not be cumulatively significant.

Facts in Support of Finding:

The project's cumulative impacts are expected to be limited. The project will not contribute to water quality degradation and will result in less water demand compared to current conditions. The project will have no effect on local or area-wide drainage facilities and will not require capacity from any existing or future off-site drainage facility. The project will not have a cumulatively considerable impact on area drainage or local or regional water quality or supplies.

Land Use

The project is analyzed in terms of consistency with the General Plan, the ECVAP and other land use planning documents potentially having regulatory effect on the subject property. The EIR also

analyzed the project's appropriateness, suitability, and compatibility with existing and planned land uses in the vicinity.

Finding:

The Board of Supervisors finds that project's impacts related to land use will not be cumulatively significant.

Facts in Support of Finding:

The proposed General Plan Amendment and Change of Zone apply only to the subject property. The project will not contribute to the division or segregation of any existing community or neighborhood. In addition, the project GPA, CZ and Specific Plan project has been found to be consistent with applicable land use and zoning designations, approved development on neighboring properties, as well as with the JCRA Land Use Compatibility Plan. Finally, the conversion of agricultural land is consistent with the County's General Plan policies and projections for a limited amount of acreage to be converted from agricultural to community development uses every 7 years.

Therefore, the project's impacts on surrounding land use and applicable land use policies, other than related to the conversion of farmland which are discussed above, will not be cumulatively considerable.

Mineral and Paleontology Resources

There will be less than significant impacts to mineral and paleontological resources as a consequence of the construction of this project. Potential impacts to paleontological resources will be reduced to less than significant levels with implementation of the above mitigation.

Finding:

The Board of Supervisors finds that project's impacts related to minerals, paleontology and unique geologic features will not be cumulatively significant.

Facts in Support of Finding:

As development in the valley continues, the demand for mineral resources will also continue to expand. The proposed project will result in a limited demand for the total aggregate resources currently permitted for extraction in the Coachella Valley. Other construction projects, particularly those requiring foundations, concrete and stucco for structures such as homes and commercial buildings, will collectively result in a much higher demand for aggregate than that created by the proposed project. Although the aggregate required for the proposed project will contribute to the continued reduction in this material, the project's impacts will not be cumulatively considerable. Extensive scientific research and documentation of Holocene freshwater mussels and snails has occurred over the past several decades, which have provided a complete picture of nonvertebrate Holocene remains and fossils associated with the lacustrine deposits of Holocene Ancient Lake Cahuilla. Any additional information collected at the project site will further contribute to the scientific understanding of these resources. Impacts to unique paleontological resources will not

be cumulatively considerable. There will be no cumulatively considerable impacts to unique geologic features.

Noise

Cumulative impacts are those resulting from the proposed project in combination with other future or ongoing projects. A cumulative noise impact occurs when cumulative projects would result in a substantial noise level increase and would exceed applicable standards.

Finding:

The Board of Supervisors finds that project's noise impacts will not be cumulatively significant.

Facts in Support of Finding:

The construction noise and vibration associated with the project would be temporary and would therefore not contribute to long-term increases in ambient noise levels in the project vicinity. The traffic noise analysis ds evaluated the noise associated with project related traffic against projected traffic noise levels in Existing Plus Ambient Growth Plus Cumulative in 2026 (EAC 2026) and EAC 2029 conditions, as well as against the Horizon Year (2045) noise levels. Land uses adjacent to all the studied roadway segments would experience less than significant noise level increases as a result of project-related traffic. Given that these three scenarios account for cumulative traffic conditions, it can be concluded that the project's cumulative traffic noise impacts would be incremental, and would not be cumulatively considerable.

Population, Housing, and Environmental Justice

The project is expected to have less than significant impacts to population and housing. The project is not expected to adversely impact a disadvantaged community, including creating an exposure to a disproportionate burden of pollution or associated health risks. The project will not result in the unfair treatment of people of any individual or group or special class with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Finding:

The Board of Supervisors finds that project's impacts related to population, housing and environmental justice will not be cumulatively significant.

Facts in Support of Finding:

The proposed project will contribute up 1,362 new units to the local housing supply, including up to 500 units of workforce housing. It will also generate approximately 1,325 new jobs in a jobs-poor area. Nonetheless, some of project jobs may be filled by new residents requiring housing, including affordable housing. The project could therefore contribute incrementally to demand for additional housing. However, because the project will not impact the inventory of land planned for residential use by the County to meet its RHNA obligations, the proposed development is not impacting existing land assets expected to accommodate future growth. Additionally, given the

phased buildout of the project over multiple years, there will be ample time for the housing market to respond to any limited incremental increases in demand the project might generate. Therefore, while the project may contribute incrementally to local demand for affordable housing, this contribution would not be cumulatively considerable.

The housing, jobs, and infrastructure proposed by the project, in combination with other future developments in the ECVAP area, would all contribute incrementally to population growth. Given that the project site is designated and zoned for agriculture, the General Plan and ECVAP did not anticipate population growth associated with the subject site. However, population growth in the area since 2010 has been significantly slower (or negative) than anticipated by the County. Therefore, while the project will contribute to cumulative population growth, impacts related to unplanned population growth would not be cumulatively considerable.

Public Services

The project will contribute an incremental increase in demand for the public services described below. When considered in combination with other planned future growth in the area could have potentially significant cumulative impacts, as discussed below.

Finding:

The Board of Supervisors finds that project's impacts to public services, including fire and police protection, schools, libraries, and health services will not be cumulatively significant.

Facts in Support of Finding:

Fire Protection

The project site is outside an adequate response time of the RCFD and could increase requests for service in the area. This incremental increase in demand on fire protection services could, in conjunction with other development in the area, result in impacts to the ability of the RCFD to provide an adequate level of service. However, both the project and other future development would be subject to the County's DIF for fire protection to offset increased demand.

In addition, the project will be subject to any other applicable fire services funding mechanisms adopted by the County and applicable to new development in the area, which could include, but may not be limited to, allocating funds for a new fire station, remodeling or expanding existing fire stations, providing necessary fire response equipment, or contributing additional funds through a Community Facilities District (CFD) or a similar funding mechanism. Finally, the project will help facilitate the tax increment financing of fire facilities and other public infrastructure and facilities in the area through the County's adopted Enhanced Infrastructure Financing District for the Thermal/Oasis area, which further ensures that the project will not contribute to a significant cumulative impact regarding fire services.

Police Protection

Increases in population resulting from the project and other new development would also cumulatively increase demand on the Riverside County Sheriff's Department. Incremental

increases in the number of personnel could eventually necessitate additional facilities. The project and other future development would contribute to the County's tax revenues, which could be allocated to offset incremental increases in the Sheriff's Department budget if additional staff and/or facilities are needed. If additional or expanded facilities were to be required, environmental impacts of these facilities would be assessed on a project specific basis. This would ensure that the project will have a less than cumulatively considerable impact on police protection.

Schools

The project, combined with future residential development in the area, would cumulatively increase demand on existing school facilities and resources in the CVUSD. If this cumulative growth were to reach the growth forecasted by SCAG, then, as demonstrated in CVUSD's Fee Justification Study, the existing fee structure would not provide sufficient funding for the school district to accommodate the new students generated by this growth. However, the CVUSD currently has a surplus in capacity of 4,507 students, including 3,445 elementary school, 296 middle school, and 766 high school students. As growth incrementally occurs, CVUSD is expected to prepare updated Fee Justification Studies and raise fees or identify additional sources of funding, as needed. The proposed project will pay the existing school impact fees, as will all future development in the project area. Likewise, given that full buildout of the project is expected by 2032, later stages of the proposed development may be required to pay higher DIF fees, as revised by CVUSD. In summary, the District currently has a capacity surplus and although the project will have incremental impacts, these impacts will be offset by DIFs, and impacts will not be cumulatively considerable.

Libraries

While the project site currently has access to three libraries in relative proximity, future development in the eastern Coachella Valley could increase the demand on library facilities and resources. However, both the project and other future development will be required to pay into the DIF for libraries, which would help to offset the impacts of cumulative growth. Moreover, the widespread availability of the internet has reduced the dependance on physical library facilities. According to Ordinance No. 659, the County charges a DIF of $179 per single family residential dwelling unit for library construction, and $57 per single family dwelling unit for library books and media. The fees collected from the development of the proposed project would thus help to offset any increased demand on the existing facilities as a result of population growth. Impacts related to the provision of libraries services are therefore less than significant with payment of mandated impact fees. Therefore, the project's contribution to cumulative demand would be incremental, and impacts would not be cumulatively considerable.

Health Services

The proposed project, in combination with other future development, would incrementally increase the need for additional hospital beds in the area. The County is committed to conducting periodic medical needs assessments to evaluate the demand and level of service being provided, and to fund new or expanded medical facilities based on the results of the assessment. The project and other future development would contribute to the County's tax revenues, which would help to offset the cost of new medical facilities as needed. If additional or expanded facilities were to be required,

environmental impacts would be assessed on a project-specific basis. This would ensure that the project will have a less than cumulatively considerable impact on health services.

Recreational Resources

Buildout of the proposed project could contribute incrementally to demand on recreational resources in the eastern Coachella Valley. However, the provision of significant recreational facilities on the project site and along perimeter roadways indicates that the proposed development would have less than significant impacts on recreational facilities and trails in the area. The project will also create a limited and less than significant demand for new parks and trails, and therefore will have a less than significant impact on existing parklands and facilities.

Finding:

The Board of Supervisors finds that project's impacts to recreational resources will not be cumulatively significant.

Facts in Support of Finding:

Cumulative impacts are those which, while not significant independently, may be considerable when considered cumulatively. As the area in unincorporated Riverside County around the project becomes increasingly urbanized, the use of existing public trails and recreation facilities may increase. Development of similar projects in the vicinity, particularly the Kohl Ranch Specific Plan and other approved developments, would contribute to this cumulative demand. However, the project's provision of public parkland or payment of the Quimby Fee, in this case 5-acres (or payment in-lieu) for each one-thousand residents of the Specific Plan area, will help to offset the incremental demand contributed by the project. Furthermore, the additional tax revenues contributed by the project would help fund the expansion and construction of parks and recreation amenities in the area. Riverside County has also implemented a DIF applicable to all unincorporated portions of the County, part of which funds regional trails and parks. In the area covered by the Eastern Coachella Valley Area Plan, the DIF collects $300 per single-family residential dwelling unit for regional parks, and $185 per single family residential dwelling for regional trails.3 Maximum buildout of the proposed project could contribute up to $156,600 to regional parks and $96,570 to regional trails. Payment of the DIF would help to further offset the potential incremental impacts of the project on offsite parks and recreational facilities.

Potential environmental impacts related to the expansion and/or construction of recreational facilities will continue to be evaluated on a project-by-project basis in accordance with CEQA. The County will continue to require that projects minimize their increase in demand for park and recreation amenities through the dedication of parkland and/or fee payment, as required by Ordinance 460. These measures will ensure that the incremental impacts on parks and recreational facilities resulting from the project and other projects will not be cumulatively considerable.

Transportation and Traffic

With the exception of generating a limited but net increase in Countywide VMTs, and with the mitigation measures, the project will result in less than significant impacts on the local and regional transportation network. The project's net exceedance of the Countywide VMT threshold is

expected to be reduced as further urbanization occurs in the project area. Nonetheless, due to the project's VMT exceedance, the County would be required to adopt a statement of overriding consideration in this regard to find this aspect of the project consistent with CEQA.

Finding:

The Board of Supervisors finds that project's impacts to transportation and traffic will not be cumulatively significant.

Facts in Support of Finding:

The analysis of Horizon Year 2045 conditions was used to determine if improvements funded through regional transportation mitigation fee programs, such as the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the County of Riverside (lead agency) General Plan.

Future year traffic forecasts are based on a background (ambient) growth of 2% per year, compounded annually, for 2026 and 2032 traffic conditions. The total ambient growth is projected at 6.12% for 2026 traffic conditions and 19.51% for 2032 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate was added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. A cumulative projects list was developed through consultation with County planning and engineering staff. The 2045 Horizon Year analysis, therefore, includes consideration of approved or probable future projects, ambient annual growth rate of 2 percent, and additional cumulative growth between 2023 and 2045. Implementation of the mitigation measures for the project will ensure that the area transportation network will continue to operate at acceptable levels of service and that the projects impacts are not cumulatively considerable.

The proposed project will generate a modest net increase in VMTs, at least in the near to mid-term. As urbanization continues in the project planning area the project's contribution to countywide VMTs will be reduced. Therefore, while the project will contribute somewhat to a net increase in VMTs, the increase is both limited and temporary, and as a result, the increase will not be cumulatively considerable.

Tribal Cultural

The geographic scope of analysis for potential cumulative impacts on tribal resources include the project site and surrounding areas, including traditional use areas of the Cahuilla people. The proposed project would contribute considerably to cumulative impacts if it were to have a significant adverse effect on tribal cultural resources. The cultural resources surveys conducted for the subject site and the project area, including the evaluation of a wide range of literature, data, and information on historic, tribal, and other archaeological resources, found no evidence of such resources occurring on or adjacent to the subject property. While it is very unlikely that the project

would contribute to regional losses of tribal cultural resources, the implementation of CUL-1 and CUL-2, will ensure that impacts are less than significant if unanticipated resources are encountered.

Finding:

The Board of Supervisors finds that project's impacts to tribal cultural resources will not be cumulatively significant.

Facts in Support of Finding:

As other projects are developed in the eastern Coachella Valley, cultural resources surveys and tribal consultation will be required on a project-by-project basis. Should these surveys and consultations identify the presence of cultural resources in the area, mitigation would be required to ensure that there is no cumulative loss of resources of value to Native American tribes in the area. These requirements, as established through CEQA and AB 52, ensure that there will not be cumulative impacts associated with tribal cultural resources. As such, the project's potential incremental impacts to such resources would not be cumulatively considerable.

Utility and Service Systems

Development facilitated by the proposed project, in combination with other development within the service boundaries of utility providers, would increase demand on utilities and service systems including water, wastewater, electricity, natural gas, and solid waste. This increased demand would occur incrementally and cumulatively. As demand eventually requires the construction of new or expanded facilities, the environmental impacts associated with this construction would need to be evaluated on a case-by-case basis.

Finding:

The Board of Supervisors finds that project's impacts to utility and service systems including water, wastewater, electricity, natural gas, and solid waste will not be cumulatively significant.

Facts in Support of Finding:

Utility providers have prepared plans and policies to anticipate growth in order to prevent cumulatively considerable impacts from new development. Private utility companies such as IID and SoCalGas respond to growth according to demand. Their service provision would therefore increase incrementally as demand for electricity and natural gas in the eastern Coachella Valley increases. This will ensure that while the project will incrementally increase demand on these utilities, this demand would not be cumulatively considerable.

Likewise, the urban and regional water management planning efforts undertaken by CVWD and other Coachella Valley providers ensure that CVWD can provide adequate water supplies and will be available to meet future demand during normal, single-dry, and multiple-dry years over the next 20 years. The CVWD-approved WSA/WSV confirms that while the project will incrementally increase demand for water supplies, this demand would not be cumulatively considerable.

Cumulative development in the project area would also increase the generation of solid waste, increasing demand for solid waste collection services as well as the rate at which remaining capacity at existing landfills is used. Future development will be subject to local and state policies and regulations pertaining to solid waste, including waste diversion via recycling and composting of organics. Given that the solid waste generated by the project would contribute approximately 0.1 percent per year to the remaining capacity at the Lamb Canyon landfill and 22 percent per year to the remaining capacity of the Salton City landfill, the project's impacts would be incremental and would not be cumulatively considerable.

Wildfire

Standard requirements including those set forth in the Uniform Building Code and the California Fire Code serve to avoid, minimize and mitigate potential impacts of wildfires in and near the project site. The County development and building permit process ensures that applicable safety requirements will avoid and minimize fire risks and environment impacts to the greatest extent practical.

Finding:

The Board of Supervisors finds that project's impacts to wildfire risks will not be cumulatively significant.

Facts in Support of Finding:

A cumulative wildland fire impact would occur if multiple projects were to increase the frequency of fires or their adverse effects in the same location. The project site is located on the valley floor and outside designated wildfire hazard areas. Therefore, there is limited potential for hazards resulting from wildfires or post-wildfire flooding, landslide, or slope instability. The proposed project's contribution to increased wildfire hazards would not be cumulatively considerable.

VII. FINDINGS REGARDING ALTERNATIVES ANALYZED IN THE DEIR

The State CEQA Guidelines section 15126.6(a) requires the discussion of a "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Guidelines states that the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" (Section 15126(c)). The Final EIR evaluated a reasonable range of alternatives to the proposed project. These alternatives are:

Alternative A: Increased Intensity Mixed-Use Alternative
Alternative B: Low Density Residential Alternative
Alternative C: No project Alternative
Alternative D: No Retail Commercial Center or Resort Uses

When a lead agency has determined that a proposed project will still cause one or more significant environmental effects that cannot be substantially lessened or avoided after the adoption of all

feasible mitigation measures, prior to approving the project as mitigated, the agency must determine whether there remain any project alternatives that are both environmentally superior with respect to such impacts and feasible within the meaning of CEQA.

An alternative may be rejected if it is "infeasible" or if it fails to achieve most of the basic project objectives identified within the EIR. "Feasibility" under CEQA encompasses the desirability of the project based on a reasonable balancing of relevant economic, environmental, social, or other considerations which make infeasible the project alternatives.

Alternative A: Increased Intensity Mixed-Use Alternative

Alternative A would assume the same basic goal of a mixed-use resort residential community focused around a world-class equestrian center but with a greater intensification of urban land uses. Under this scenario, the equestrian center acreage would remain at 223± acres to ensure the equestrian uses remain viable. The workforce cottages and RV Park, designed to house workers and visiting competition staff at the equestrian center, would also remain the same as planned in the proposed project. Estate lot development would develop at a higher density of 2 units per acre and provide 388 lots of 0.50± acre each. Densities of detached and attached single-family homes would increase to 8.7± units per acre, and are assumed to be attached single-family product and resulting in 605 units. Under Alternative A, commercial uses would increase, providing double the number of hotel rooms (300 keys), 60,000 square feet of resort retail space (versus 50,000 proposed for the project) and 505 condo units (versus 340 proposed for the project). Commercial retail space along Harrison Street would be maximized to provide up to 200,000 square feet from the proposed 150,000 square feet. In comparison with the proposed project, Alternative A would result in 636 additional residential units for a 46% increase. The rationale for this alternative is increasing land use efficiencies, use of infrastructure, potential reductions in off-site vehicle miles travelled (VMT), as well as reduced pressure to develop on other, more environmentally sensitive sites, and enhanced airport land use compatibility.

Finding and Facts in Support of Finding

The Board of Supervisors of the County of Riverside makes the following factual findings regarding the Increased Intensity Mixed-Use Alternative:

1. The Increased Intensity Mixed-Use Alternative would meet all of the project objectives and increase total potential residential units and increase commercial acreage. This alternative would increase land use efficiencies, use of infrastructure, and potentially reduce pressure to develop on other, more environmentally sensitive sites. It will also generate more annual tax revenues for the County.

2. Although Alternative A was thought to potentially reduce VMT due to the increased efficiencies associated with the mix of uses, the additional density of homes and other uses will generate substantially more daily vehicle trips, and like the proposed project, will exceed the County's VMT standard.

3. This Alternative however, would generally result in greater environmental impacts than the proposed project, particularly with aesthetics; air quality; energy; greenhouse gas emissions; hazards and hazardous materials; land use and planning;

minerals; noise; population, housing and environmental justice; public services; recreational resources; and, utilities and service system. This Alternative would not reduce the project's significant and unavoidable impacts to agriculture and may have air quality and transportation and traffic impacts that cannot be fully mitigated, therefore resulting in greater significant and unavoidable impacts to those two resource areas.

The Board of Supervisors therefore finds the Increased Intensity Mixed-Use Alternative unacceptable and rejects it.

Alternative B: Low Density Residential Alternative

Alternative B has been developed to offer a development scenario that is more consistent with the site's existing use and rural uses in the area, while still facilitating the equestrian center development and associated resort residential character. Under Alternative B, the equestrian center acreage would remain at 223± acres to ensure the equestrian uses remain viable. However, the density of residential estate lots would be reduced to five acre lots, the density of attached and detached single-family homes would be reduced to 2 units per acre with only single-family detached homes. The density of the resort condos would be reduced to 5 units per acre. Commercial development would also play a less prominent role under Alternative B, providing a total of 100,000 square feet of retail space. The 150 key hotel would remain the same under this alternative. In comparison with the proposed project, Alternative B would result in 474 fewer residential units for a 34% decrease.

Finding and Facts in Support of Finding

The Board of Supervisors of the County of Riverside makes the following factual findings regarding the Low Density Residential Alternative:

1. The Low Density Residential Alternative is more consistent with surrounding land use and reduces the demand for infrastructure and services, potentially reducing environmental impacts due to the reduction in the number of residents and guests.

2. This alternative generates lower GHG and air pollutant emissions, less traffic, lower demand for energy and natural resources, and a lower overall demand for public utilities and services by reducing the number of residential units and commercial space.

3. This Alternative would not reduce the project's significant and unavoidable impacts to agriculture and forestry but potentially could reduce air quality and transportation and traffic impacts. However, the project's emissions would still exceed SCAQMD daily thresholds for CO, Nox, and ROG, resulting in a significant and unavoidable air quality impact.

4. This alternative would conflict with the allowed residential densities set forth in the Airport Land Use Compatibility Plan for the Jacqueline Cochran Regional Airport.

5. This alternative would not provide the same variety of housing options nor would it meet the project objective of enhancing the infrastructure in the Thermal and Oasis area to help promote housing and economic development opportunities in the surrounding communities to the same level as the proposed project.

6. The Low Density Residential Alternative would fail to generate the same levels of sales tax revenues in order to enhance the County's economic base and long-term financial stability.

The Board of Supervisors finds the Low Density Residential Alternative unacceptable on policy grounds based on its reduced economic benefits to the County, its reduced benefits to the community, and its incompatibility with the applicable Airport Land Use Compatibility Plan, and on that basis, rejects it.

Alternative C: No project Alternative

CEQA Guidelines Section 15126.6 (e) requires the analysis of alternatives to include the specific alternative of "No project." The purpose of describing and analyzing a No project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under Alternative C (No project Alternative) the subject property remains designated as "Agriculture" in the Foundation Element and the Eastern Coachella Valley Area Plan (ECVAP) of the County General Plan. The subject property is currently being farmed with row crops. This designation allows row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. Equestrian uses are not provided for under this designation. Residential development is allowed under the "Agriculture" designation at a maximum density of one dwelling unit per 10-acre and could provide up to 62 resident lots or units. Alternative C assumes a continuation of the existing agricultural activity.

Finding and Facts in Support of Finding

Although the No project Alternative would be considered the environmentally superior alternative in that it would avoid the significant adverse effects of the project; the County Board of Supervisors rejects the No Project Alternative on policy grounds for the following reasons:

1. The No project Alternative does not meet any of the project objectives.

2. In particular, the project will create a master planned equestrian community with a world-class center that will ensure equestrian sports remain in the Thermal area. In addition, the project provides an integrated community that allows equestrians, residents and workers to live, work and recreate within the project. The project will provide a variety of housing options and a commercial and retain center with amenities for residents and visitors of the project but also for surrounding communities.

3. The project will promote quality development consistent with the goals and policies of the County's General Plan while generating transient occupancy and sales tax revenues to enhance the County's economic base and long-term financial stability,

which are significant public benefits that will not be realized under the No project Alternative.

The County Board of Supervisors therefore finds the No project Alternative is unacceptable and rejects it.

Alternative D: No Retail Commercial Center or Resort Uses

Alternative D replaces the retail commercial center, resort condominium uses and hotel with estate residential property, while still facilitating the equestrian center development. Under Alternative D, all resort condominium uses in PA-5 and retail commercial square footage in PA-6 would be replaced with estate residential uses with a density of 0.42 dwelling units per acre, or 2.3 acre lots. In addition, the density of residential lots in PA-2 would be slightly reduced from 0.6 to 0.5 dwelling units per acre, or two acre lots. In comparison with the proposed project, Alternative D would result in 340 fewer residential units (resort condominiums) for a 25% decrease, a reduction in retail commercial space by 200,000 square feet for a 73% decrease, and elimination of the hotel.

Finding and Facts in Support of Finding

The Board of Supervisors of the County of Riverside makes the following factual findings regarding the Increased Intensity Mixed-Use Alternative for the following reasons:

1. The No Retail Commercial Center or Resort Uses will reduce land use intensities, potentially reducing environmental impacts from mobile emissions due to the reduced number of residents and commercial users. This Alternative is expected to substantially reduce or avoid the proposed project's significant and unavoidable VMT impact.

2. This Alternative would not reduce the project's significant and unavoidable impacts to agriculture and forestry but potentially could reduce air quality impacts. However, Alternative D would continue to have a significant and unavoidable air quality impact due to exceeding SCAQMD daily emissions thresholds for CO, NOx, and ROG.

3. This Alternative would not generate transient occupancy and sales tax revenues, which are significant public benefits by enhancing the County's economic base and long-term financial stability.

The Board of Supervisors rejects this Alternative on policy grounds because it fails to generate the substantial annual TOT and sales tax revenue to the County, which the Board considers essential to enhancing the County's economic base and ensure its long-term financial stability.

Additional Findings Regarding the Environmentally Superior Alternative

A summary comparison of impacts associated with the project Alternatives is provided in the Draft EIR in Table 3.23-1, Environmentally Superior Alternative Comparison Relative Impact Ranking. The No project Alternative is environmentally superior to the other Alternatives because it would

avoid a number of potential impacts identified for the project or any other alternative. However, current agricultural activities do continue to impact local and regional water supplies, area air quality, greenhouse gas emissions, energy, and to a lesser extent impacts related to hazards and transportation and traffic.

Although Alternative C is environmentally superior, it does not meet any of the objectives of the proposed project because it would not involve any development of the site.

The CEQA Guidelines require that the EIR identify an environmentally superior alternative to the project and "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." CEQA Guidelines Section 15126[e][2]. In general, the environmentally superior alternative minimizes adverse impacts to the environment, while still achieving the basic project objectives.

Of the remaining alternatives, Alternative B Low Density Residential would be marginally superior to Alternative D No Retail Commercial Center or Resort Uses, and would be clearly superior to Alternative A Increased Intensity Mixed-Use, which would result in the greatest overall environmental impacts by a substantial margin.

Alternative B (Low Density Residential) would be the environmentally superior alternative because it would result in incremental reductions to impacts to the following resources: aesthetics, air quality, energy, greenhouse gas emissions, land use and planning, minerals, population, housing and environmental justice, public services, recreation, and utility and services. This Alternative would not avoid the project's significant and unavoidable impact to agricultural lands or air quality emissions, but is expected to substantially reduce or avoid the proposed project's significant and unavoidable impacts relating to VMT. However, Alternative B would fail to adequately meet the proposed project's basic objective of providing a variety of housing options and would fail to generate the same levels of sales taxes to enhance the County's economic base and long-term financial stability. While Alternative B is considered to be the environmentally superior alternative (other than the No Project Alternative), the County Board of Supervisors rejects it as infeasible on policy grounds because it is considered economically unacceptable due to the reduced TOT and sales tax revenue, failure to adequately enhance infrastructure in the Thermal and Oasis area to help promote housing and economic development opportunities in the surrounding communities.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

Under Public Resources Section 21081 and CEQA Guidelines Section 15093, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental effects when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

As described in Section III of these Findings, the project will have significant and unavoidable impacts in the following three areas:

1. Impacts to agricultural resources resulting from the proposed development of prime farmland;

2. The project will generate CO, NOx, and ROG emissions during operation of the project that exceed SCAQMD daily thresholds; and

3. Impacts associated with vehicle miles traveled have been mitigated to the greatest extent practicable but nonetheless result in impacts that remain significant or potentially significant even with implementation of all feasible mitigation.

As permitted under Public Resources Code 21081 CEQA Guideline 15093(b) the Board of Supervisors for the County of Riverside adopts and makes this statement of overriding considerations concerning the project's unavoidable significant impacts to agricultural resources, air quality and transportation and traffic to explain why the project's specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, outweigh its unavoidable impacts.

In general, the project site provides an appropriate location for the proposed master planned equestrian center and the associated residential, retail and commercial uses that will provide an employment, housing, recreation, and increased property and sales tax revenue opportunities for the County, its residents and visitors. The County Board of Supervisors finds that the project's significant environmental impacts are acceptable when balanced with the project's benefits. Each of the benefits cited below constitutes a separate and independent basis that justifies approval of the project and outweighs the unavoidable adverse environmental effects of approving the project, and thus make the adverse environmental effects acceptable. Therefore, even in the absence of one or more of the reasons set forth below, the County has determined that each remaining reason, or any combination of reasons, is a sufficient basis for approving the project, notwithstanding any significant and unavoidable impacts that may occur.

- Most importantly, the project will provide a permanent home to the Desert Horse Park, which currently operates on leased land at the edge of the Jacqueline Cochran Regional Airport that does not provide adequate space or long-term certainty to ensure the long term viability and success of the world-class equestrian center. Providing for a long-term home for the Desert Horse Park is a very significant priority of the County because it is one of the primary economic drivers in the eastern Coachella Valley, as supported by the fiscal impact analysis prepared for the project and the economic analysis of direct and indirect economic benefits of the Desert Horse Park.

- The project includes a very significant economic investment in the Thermal area that will directly support the Enhanced Infrastructure Finance District by providing incremental tax revenues that will fund water, roadway, electrical infrastructure, and other needed public infrastructure in the Thermal and Oasis communities, and elsewhere in the eastern Coachella Valley.

- The project will generate substantial transient occupancy tax (TOT) revenue for the County from the proposed hotel, as well as sales tax and property tax revenues. Based on the County's Fiscal Impact Analysis, prepared by The Zimmerman Group and peer

reviewed by MNS Engineers, Inc. (and included in the administrative record for this Project), the project is forecast to generate net positive revenues to the County exceeding $2.7 million annually, after taking into account all costs associated with providing public services to the project.

- The project will construct a new IID electrical substation to serve the project and surrounding areas, as well as enhance the resiliency and reliability of the IID electrical distribution system. This new substation will have approximately twice the total capacity required to serve the project. This is a critical project benefit because the lack of available electrical distribution capacity in the eastern Coachella Valley area is preventing many needed housing projects and commercial projects from being constructed and occupied, in addition to the periodic power outages experienced on some of the hottest days of the year due to inadequate facilities.

- The project will provide a 5-million-gallon storage reservoir at the existing CVWD Middleton Reservoir 7802-1 site located 2.4± miles southwest of the project site (see Exhibit 1-11). The existing site currently hosts a CVWD 2.5 million tank and is planned for multiple tanks. The new 5-million-gallon water reservoir will enhance potable water supplies available in the eastern Coachella Valley and allow for service to additional panned development.

- The project will contribute to both temporary and permanent employment and economic growth opportunities in this portion of the County, including 300 employees for the equestrian center and 1,025 staff of the proposed retail, restaurant, and hotel uses, which provides a significant public benefit to the County and its residents.

- The project provides employment and employee housing opportunities within a master planned, mixed-use community that is designed to allow equestrians, residents, and workers to live, work, shop, and recreate within the project site. This mix of interrelated and mutually supportive residential, hotel, commercial and recreational uses minimizes GHG emissions and vehicle miles traveled associated with the proposed uses through promoting walkability and non-motorized connectivity as an integral part of the project design, including (1) a safe and efficient circulation system; and (2) a safe and efficient network of golf-cart and pedestrian paths. In addition, the commercial center will have store fronts for grocery, restaurants, and other retailers or service providers including enhancing access to fresh food choices.

- The project provides comprehensive land use plan that establishes development standards, land use regulations, and programs to guide the orderly transition/development of the property and enhances connectivity with the surrounding community.

- The project will provide water, sewer, drainage systems and other utilities to adequately service the project and enhance such infrastructure in the Thermal and Oasis area to help promote housing and economic development opportunities in the surrounding communities.

- The project adds to the diversity of housing, resort uses, and recreational amenities within the County, while also maintaining low-density residential uses around the majority of the project perimeter that matches the surrounding residential communities.

- The project will generate significant funding for public infrastructure improvements within the County and surrounding area, including improvements to the local and regional circulation system.

- The project will support and implement General Plan and ECVAP polices as described in Appendix J of the EIR, which is incorporated herein and included as part of the County of Riverside Board of Supervisor findings.

Conclusion:

In light of the foregoing, and the information contained within the Final EIR and other portions of the project record of proceedings, the Board of Supervisors concludes that implementation of the Thermal Ranch Specific Plan project will provide a permanent home for the Desert Horse Park and result in the development of a unique project that provides substantial economic, legal, social, technological, and other benefits, including region-wide or statewide environmental benefits, as outlined above, which outweigh and make acceptable the significant, unavoidable environmental impacts associated with the Thermal Ranch Specific Plan project and, accordingly, adopts this Statement of Overriding Considerations.

IX. FINDINGS REGARDING CERTIFICATION OF FINAL EIR

Pursuant to CEQA and the State CEQA Guidelines, the Board of Supervisors of the County of Riverside as the lead agency under CEQA is responsible for certification of the EIR and therefore makes the following findings:

1. The Final EIR was completed in compliance with CEQA and its Guidelines;

2. The Final EIR was presented to the Board of Supervisors, which reviewed and considered the information in the Final EIR prior to making its decision on the project;

3. The certification of the Final EIR and the findings set forth herein reflect the County's independent judgment and analysis in its capacity as lead agency;

4. The Board of Supervisors adopts the Mitigation Monitoring and Reporting Program, provided in the Final EIR and attached to the Board's Resolution certifying the Final EIR, to reduce or avoid the significant and mitigable impacts of the project;

5. The Board of Supervisors finds that the Final EIR properly evaluated the project's potentially significant cumulative impacts based on General Plan buildout, and that this analysis included all past, present and probable future projects in the project vicinity that could cause or contribute to such significant cumulative effects; and,

6. The Board of Supervisors finds that the additional information and evidence submitted after release of the Draft EIR and prior to certification of the Final EIR does not constitute "significant new information," as defined in CEQA Guidelines Section 15088.5, but rather, merely clarifies and amplifies the information provided in the Draft EIR.

By these Findings, the County ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the Final EIR. In addition, the Mitigation Monitoring and Reporting Program, and the mitigation measures specified therein, are hereby approved and adopted, and shall be fully enforceable through the permit conditions, agreements or other measures. Any finding made by the County shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the County, whether or not any particular sentence or clause includes a statement to that effect. The County intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the County with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

If any term, provision or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the project, shall continue in full force and effect unless amended or modified by the County.

ATTACHMENT "B"

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Appendix C:

Thermal Ranch Final EIR – Mitigation Monitoring and Reporting Program

July 15, 2025

Note:
Appendix C reflects the revisions and/or addition of
mitigation measures set forth in the Final EIR.

MITIGATION MONITORING & REPORTING PROGRAM
County of Riverside / Thermal Ranch Specific Plan et al
Draft EIR/ SCH No. 2023050624 (7.16.25)

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Aesthetics	a) Less Than Significant	AES-1 Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.	County, Developer	Prior to approval of landscaping plans.
	b) Less Than Significant	AES-2 Free-standing walls and fences, where contemplated, shall be constructed as so as to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.	County, Developer	Prior to approval of landscaping plans and site plans.
	c) Less Than Significant	AES-3 All outdoor lighting shall be in compliance with Riverside County Lighting Ordinances 655 and 915, and applicable Specific Plan guidelines. Other lighting recommendations include the following: a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies. b. Lighting fixtures shall be of appropriate scale, style, and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted. c. The intensity of light at the boundary of the HBFC campus shall not exceed seventy-five (75) foot lamberts from a source of reflected light. d. All lighting shall be directed onto the site and away from adjacent properties with appropriate shielding, and minimal fixture height to ensure minimum impact on adjoining lands and streets. e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.	County, Developer	Prior to approval of landscape/lighting plans.
	a) b) Other Lighting Less Than Significant	AES-4 Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.	County, Developer	Prior to approval of landscape/lighting plans.
	Less Than Significant	AES-5 Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.	County, Developer	Prior to approval of landscape/lighting plans.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Aesthetics Cont.	Less Than Significant	AES-6 Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the County and Imperial Irrigation District (IID).	County, IID, Developer	Concurrent with project construction.
	Less Than Significant	AES-7 Lighting at the IID substation and all CVWD well sites shall be fully shielded from adjoining properties or streets, and the minimum intensity needed to provide security and meet the functional needs of these facilities.	County, CVWD, IID, Developer	Prior to approval of substation and well site plans.
	Less Than Significant	AES-8 Artificial Nighttime Lighting Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of ~~eliminate all~~ nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas.; ~~reduced in~~ The intensity of Project lighting shall be limited to the greatest extent practicable. ~~possible, and does not result in~~ Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.	County, Developer, Project Landscape Architect	Prior to approval of final landscape and lighting plans.
Air Quality	Significant and Unavoidable	Mobile Emissions/Criteria Pollutants: Daily missions of CO, NOx and ROG from vehicle miles traveled by operational traffic cannot be mitigated to levels that are less than significant. Impacts will be significant and unavoidable.	NA	NA
	Less Than Significant	AQ-1 Dust Control The Project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include: • Treat and stabilize soil where activity will cease for at least four consecutive days; • All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour; • Water of site and equipment morning and evening and during all earth-moving operations;	County, Developer	Approved dust control plans prior to site disturbance. Adherence to the confirmed plans during all project plan reviews.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Air Quality Cont.		• Operate street-sweepers on impacted paved roads adjacent to site; • Establish and strictly enforce limits of grading for each phase of construction; • Wash off trucks as they leave the project site to control fugitive dust emissions; • Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation; • Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. • Dust suppressants shall be applied on all unpaved roads within the project construction footprint. • Limit vehicle speeds on unpaved roads to 25 mph.		
	Less Than Significant	AQ-2 Construction Equipment Emission Reductions The following measures will reduce NOx and ROG emissions from construction equipment: • Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.) • Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.	County, Developer	Approved dust control plans prior to site disturbance. Adherence to the confirmed plans during all project plan reviews.
	Less Than Significant	AQ-3 Title 24 Compliance All building construction shall comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.	County, Developer	Ongoing
	Less Than Significant	AQ-4 Operational Dust Control Plan The Project proponent shall prepare and implement an operational Fugitive Dust Control Plan for the proposed equestrian center (Planning Area 1) consistent with the recommendations in SCAQMD Rule 403, including Table 4 therein. The plan shall effectively reduce particulate matter emissions associated with the equestrian center, including the application of dust suppressants to disturbed or unpaved surfaces.	Developer, HOA	Ongoing
	Less Than Significant	AQ-5 Landscape Maintenance Electric landscape maintenance equipment, including leaf blowers and lawn mowers, shall be used on-site to the greatest extent practicable.	Developer, HOA	Ongoing
		AQ-6 Cleaning Products Water-based or low VOC cleaning products shall be used on-site to the greatest extent practicable.	Developer, Contractors	During Construction, During Operations, as appropriate.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Air Quality Cont.		AQ-7 Recycling Programs All future development shall participate in a recycling program to reduce the amount of solid waste disposed of in landfills.	Developer, Contractors	During Construction, During Operations, as appropriate.
Biological Resources	Less Than Significant	BIO-1 To the greatest extent feasible, Project construction activities, including those at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. ~~Construction of the Project and the Middleton Reservoir either must avoid initiating site disturbance during the nesting season (February 1 to August 31) or, if construction or other Project- related activities will proceed during nesting season, then nesting bird surveys must be conducted by a qualified ornithologist or biologist immediately prior to on-site disturbance. Surveys must be conducted no more than three days prior to commencement of site disturbance. The biologist must have a Memorandum of Understanding (MOU) with the County. If nesting birds are found on the Project site, no work is permitted near the nest until the young have fledged. The CDFW generally recommends avoidance buffers of about 500 feet for birds-of-prey and species listed as threatened or endangered, and 100 to 300 feet for unlisted songbirds.~~	County, Developer	Prior to issuance of grading permits or other site-disturbing authorizations.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Biological Resources Cont.	Less Than Significant	BIO-2 <u>Burrowing Owl Habitat Assessment and Surveys</u> Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.	County, Developer	Prior to ground disturbance.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Biological Resources Cont.		For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities. ~~A preconstruction burrowing owl survey following the CDFG (2012) guidelines must be conducted prior to any ground- disturbing activities at the Project and Middleton Reservoir sites. If found on site, and unless avoidable, all burrowing owls must be relocated prior to any ground disturbing activities. If burrowing owls remain on-site, a Burrowing Owl Relocation and Management Plan must be prepared to describe how the burrowing owl will be actively or passively relocated per CDFW guidelines.~~ Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.		
Biological Resources	Less Than Significant	BIO-3: CVMSHCP Compliance Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.	County, Developer	Prior to issuance of grading permits.
Biological Resources	Less Than Significant	BIO-4: Reporting Special Status Species/Plant Communities Over the course of implementing the provisions of the Thermal Ranch Specific Plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.	County, Developer	Prior to issuance of grading permits; ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Cultural and Historic Resources	Less Than Significant	CUL-1 Concurrent with the initiation of ground disturbing activities, a Native American monitor shall be present on site to observe earthwork and related activities (including any archaeological testing and surveys). If during ground-disturbance activities, including grading, excavation and other construction activities, unanticipated cultural resources are discovered, the following procedures must be followed: All grading and construction activities within 100 feet of the discovered cultural resource must be halted and the applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be organized convening appropriate parties, potentially including the developer, the project archaeologist, Native American tribal representatives, and the County Archaeologist, to discuss the significance of the find. The convened parties shall decide upon the appropriate treatment for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance must not resume within the area of the discovery until the appropriate treatment has been accomplished.	County, Developer	During site disturbance, excavations and grading.
Cultural and Historic Resources	Less Than Significant	CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.	County, Developer	During all phases of construction, as appropriate.
Energy	~~Less Than Significant~~	No mitigation required.	N/A	N/A
Geology & Solis	Less Than Significant	GEO-1 Earthwork and Grading: All earthwork and grading should be performed in accordance with all applicable requirements of the grading and excavation codes of the County of Riverside, and in compliance with all applicable provisions of the 2019 California Building Code (2019 CBC). Grading shall also be performed in accordance with the Petra Geotechnical Report.	County, Developer, Project Geologist	Following issuance of grading permits; Ongoing
	Less Than Significant	GEO-2 Liquefaction: Structural foundation designs and subsurface soil improvements shall be conducted as recommended in the Petra Geotechnical Investigation and based on the California Code of Regulations Volume 18, Title 14, Article 10, Section 3721[a]) to minimize liquefaction hazards. Such measures shall include but are not limited to overexcavation and hydrocompaction, other remedial grading, strengthening and deepening structural foundations.	County, Developer, Project Geologist	Following issuance of grading permits; Ongoing

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Geology & Soils Cont.	Less Than Significant	GEO-3 Geotechnical Observations and Testing: Prior to the start of earthwork, the owner, contractor and geotechnical consultant shall meet to discuss the work schedule and geotechnical aspects of the grading.	County, Developer	Prior to initiation of earthwork.
	Less Than Significant	GEO-4 Earthwork: Earthwork will generally entail removal and re-compaction of the near surface soils, and as appropriate shall be accomplished under full-time observation and testing by the Project geotechnical consultant. The geotechnical consultant shall, as appropriate, be present onsite during all earthwork operations to document placement and compaction of fills, as well as to document compliance with the other recommendations presented in the Petra Geotechnical Report. Fill materials shall be free of rocks or cobble larger than 8 inches.	County, Developer, Project Geologist	Following issuance of grading permits; Ongoing
	Less Than Significant	GEO-5 Ground Improvement: Ground improvements consisting of removal and recompaction of loose, near surface soils, is required to minimize dynamic settlement of dry soils. Other methods may include deep dynamic compaction, additives to the soils, such as cement or fiber (e.g., nylon) and flooding of in-place loose granular soils, to increase the density of the resultant compacted fill and thereby removing or reducing to insignificant levels the tendency to settle under dynamic shaking. Deep foundation elements should also be considered, as determined by the project geologist, when effective at bypassing zones of loose sand subject to dynamic settlement.	County, Grading Contractor, Project Geologist	Ongoing.
	Less Than Significant	GEO-6 Demolition, Clearing and Grubbing: All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the site shall be demolished and removed from the site. Following demolition, clearing operations shall also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation. Any cavities or excavations created upon removal of subsurface structures or inclusions shall be cleared of loose soil, shaped to provide access for backfilling and compaction equipment and then backfilled with engineered fill. The project geotechnical consultant shall provide periodic observation and testing services during final clearing and grubbing operations to document compliance with the above recommendations. In addition, should unusual or adverse soil conditions or unanticipated buried structures be encountered during grading that are not described in the Project Geotechnical Report, these conditions shall be brought to the immediate attention of the project geotechnical consultant for corrective recommendations.	County, Developer, Demolition Contractor, Grading Contractor County, Developer, Grading Contractor, Project Geologist	Prior to initiating grading or other site disturbance. During grading and other site disturbance.
	Less Than Significant	GEO-7 Undocumented Fill: Any existing undocumented fill and near surface native soils are considered unsuitable for support of proposed structures and should be removed to expose underlying competent alluvial materials as approved by the project geotechnical consultant. The estimated depth of removal of fill soils, if any, is recommended to be approximately 6 feet below the existing ground surface in	Developer, Grading Contractor, Project Geologist	During grading and other side disturbance.

Resource Topic	Level of Impact After Mitigation		Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Geology & Soils Cont.			proposed building areas, and 2 feet for local streets, alleyways and drives. The actual depths and horizontal limits of soil removals and overexcavations shall be evaluated upon availability of the site grading plan and during grading on the basis of observations and testing performed by the project geotechnical consultant. Excavated soils, if free of deleterious materials, are considered acceptable for use as compacted fill.		
	Less Than Significant	GEO-8	Dust Control/Soil Erosion Plan: All grading plans shall include a soil erosion prevention/dust control plan. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed and disturbed materials and soils during these activities. To mitigate against the effects of wind erosion after site development, a variety of measure shall be provided including maintaining moist surface soils using chemical soil stabilizers or by other approved means. Project grading shall be conducted in strict compliance with the requirements of the SCAQMD and the Coachella Valley PM10 SIP. Also see Section 2.5: Air Quality.	County, Developer	Prior to approval of grading plans.
	Less Than Significant	GEO-9	Graded Slopes: Unprotected, permanent graded slopes shall not be steeper than 3:1 (horizontal/vertical) to reduce wind and water erosion. Fill slopes shall be overfilled and trimmed back to competent material. Fill slope surfaces shall be compacted to 90% of the laboratory maximum dry density by either over-filling and cutting back to expose a compacted core, by approved mechanical methods and as otherwise recommended in the Petra Geotechnical Investigation.	County, Developer, Grading Contractor, Project Geologist	Ongoing.
	Less Than Significant	GEO-10	Site Drainage: Positive surface drainage shall be provided around buildings and within any planter areas to collect and direct all surface waters to an appropriate drainage facility as determined by the project civil engineer. The ground surfaces of planter and landscape areas that are located within 10 feet of building foundations should be sloped at a minimum gradient of 5 percent away from the foundations and towards the nearest area drains. The ground surface of planter and landscape areas located more than 10 feet away from building foundations may be sloped at a minimum gradient of 2 percent away from the foundations and towards the nearest area drains. Concrete flatwork surfaces to be located within 10 feet of building foundations shall be inclined at a minimum gradient of one percent away from the building foundations and towards the nearest area drains. Concrete flatwork surfaces that are located more than 10 feet away from building foundations may be sloped at a minimum gradient of 1 percent towards the nearest area drains.	County, Developer	During grading permits and other ground disturbance; fine grading stage.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Geology & Soils Cont.		Surface waters should not be allowed to collect or pond against building foundations and within the level areas of the site. All drainage devices shall be properly maintained throughout the lifetime of the development. Future changes to site improvements, or planting and watering practices, shall not be allowed to cause over-saturation of site soils adjacent to the structures. To maintain the integrity of local and regional groundwater level controls, a subsurface tile drain system shall be constructed or maintained to ensure that on-site groundwater levels are properly managed and maintained. To maintain the integrity of local and regional groundwater level controls, a subsurface tile drain system shall be constructed or maintained to ensure that on-site groundwater levels are properly managed and maintained.		
	Less Than Significant	GEO-11 Soil Erosion Protection: There shall be a cessation of grading activities during rainstorms or high wind events. As necessary, the project contractor shall install flow barriers and soil catchments (such as straw bales, silt fences, and temporary detention basins) during construction to control soil erosion.	County, Developer	Prior to development approval and final construction plan set.
	Less Than Significant	GEO-12 Imported Soils: Imported soils (if needed) shall be non-expansive, granular soils meeting USCS classifications of prescribed in the Petra Geotechnical Investigation. Imported fill shall be placed in maximum 8-inch lifts (loose) and compacted to at least 90 percent relative compaction (ASTM D 1557) near optimum moisture content.	County, Developer	During site grading.
	Less Than Significant	GEO-13 Excavations: Excavations within sandy soil shall be kept moist, but not saturated, to reduce the potential of caving or sloughing. Where excavations over 4 feet deep are planned, lateral bracing or appropriate cut slopes of 1.5:1 (horizontal/vertical) shall be provided. No surcharge loads from stockpiled soils or construction materials shall be allowed within a horizontal distance measured from the top of the excavation slope and equal to the depth of the excavation.	County, Developer	During site grading.
Greenhouse Gas Emissions	Less Than Significant	GHG-1 Solar Energy Requirements As required by Measure R2-CE1 of the Riverside County CAP Update, the project will generate on-site renewable energy providing at least 20% of energy demanded for commercial, office, industrial, and multi-family development, and at least 30% of energy demanded for single-family residential development. As required by 2022 Title 24 building standards, all new residential builds shall install solar panels.	County, Developer	Concurrent with preparation and approval of building plans.
	Less Than Significant	GHG-2 Electric Vehicle Charging Provide electric vehicle charging infrastructure in both commercial parking lots and residential garages.	County, Developer	Concurrent with preparation and approval of improvement plans.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Greenhouse Gas Emissions Cont.	Less Than Significant	GHG-3 Energy Efficient Appliances and Equipment All new residential and commercial construction shall install energy efficient appliances that are ENERGY STAR-certified. The project shall require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units (General Plan AQ Policy 4.2)	County, Developer	Concurrent with preparation and approval of building plans.
	Less Than Significant	GHG-4 Loading Dock Electrification All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel.	County, Developer	Concurrent with preparation and approval of building plans.
	Less Than Significant	GHG-5 Public Lighting Public street and area lighting shall use high efficiency lighting, such as warm temperature LED lighting, consistent with guidelines of the International Dark Sky Association.	County, Developer	Concurrent with preparation and approval of street and street lighting plans.
	Less Than Significant	GHG-6 Water-Efficient Landscapes Design water-efficient landscapes. Assumes most residential and commercial landscaping will be drought tolerant landscaping with a low water demand requiring a drip system, with the exception of the equestrian center which will include large grass areas. This is a proposed design feature of the Project.	County, Developer	Concurrent with preparation and approval of landscape and irrigation plans.
Hazards and Hazardous Materials	Less Than Significant	HAZ-1 The waste oil in the 5-gallon bucket in the shop building and 55-gallon drum south of the shop building shall be transferred to DOT-certified 55-gallon drums, appropriately labeled, and then transported from the site to a local State-licensed recycler. The oil-impacted soil beneath and adjacent to the waste oil containers shall be excavated and placed into DOT-certified 55-gallon drums. The estimated volume of impacted soil beneath the 5-gallon bucket is 24 cubic feet (four 55-gallon drums). The estimated volume of impacted soil beneath the 55-gallon drum is 40 cubic feet (six 55-gallon drums). This soil shall be transported from the site and properly disposed at a State-licensed disposal facility.	County, Developer	Prior to disturbance.
	Less Than Significant	HAZ-2 If the on-site groundwater well will not be used during Project operations, then it shall be abandoned in accordance with applicable County regulations (Ordinance No. 682). If the well will be used for potable purposes (animal or human), groundwater shall first be tested for potential contaminants such as arsenic and fluoride. If elevated concentrations are identified, then the groundwater must be treated before potable use or must be limited to non-potable uses.	County, Developer, General Contractor	As deemed appropriate by Developer

Resource Topic	Level of Impact After Mitigation		Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hazards and Hazardous Materials Cont.	Less Than Significant	HAZ-3	If the on-site irrigation pipes are removed, they shall be tested for asbestos. If asbestos is reported in the pipe in concentrations that exceed regulatory limits, then it shall be removed and disposed in accordance with local and state guidelines, and under the guidance of a state-certified Asbestos Consultant.	County, Developer, General Contractor	As deemed appropriate by Developer
	Less Than Significant	HAZ-4	Prior to removal, the existing on-site shop and other buildings shall be surveyed for asbestos in accordance with County demolition guidelines. The survey shall be overseen by a state-certified Asbestos Consultant, and provide results regarding the presence of asbestos-containing materials, their location, estimated quantity, and recommendations for removal, containment, and disposal.	County, Developer, General Contractor	Prior to disturbance to or demolition of buildings.
	Less Than Significant	HAZ-5	The grading and general contractors shall monitor site disturbing operations for visible soil staining and odor, as well as the presence of unknown hazardous material sources during on-site soil excavations. If evidence of hazardous materials contamination or sources, such as buried 55-gallon drums or underground storage tanks, are suspected or identified, then an environmental professional shall be retained to evaluate the proper course of remedial action.	Developer, General and Grading Contractors	Ongoing
	Less Than Significant	HAZ-6	Prior to the initiation of Project-related site disturbance and in consultation with the Department of Toxic Substance Control, additional soil sample collection and testing shall be conducted across the site, including around the existing ag buildings and in areas where soil contamination has been identified. Sampling shall also be conducted at locations such as pits, sumps, or other underground waste disposal areas where agro-chemicals or other potentially hazardous materials may have been prepared or disposed of. Said sampling and testing shall be performed in conformance with the Department of Toxic Substance Control's "Interim Guidance for Sampling Agricultural Properties" (DTSC, 2008). The results shall be reported to County Environmental Health and shall be found to be acceptable prior to the initiation of site disturbing activities.	Contractor, Developer, Project Geologist	Prior to project-related grading or other site disturbance.
	Less Than Significant	AIR-1	If the Project will include stormwater retention basins, such features must drain within 48 hours following the end of flooding events. Retention structures shall remain dry between such events. Permanent retention of water, defined as outside the above parameters, is prohibited within the separation criteria defined by the FAA and ALUC.	Developer, Project Engineer, Contractor	Concurrent with final drainage facilities designs.
	Less Than Significant	AIR-2	If the developer proposes any long-term water features with untreated water that could allow vegetation in or along the edges of the feature, the following strategies must be applied to minimize the attractiveness to potentially hazardous species: o The shape of any natural water features shall be engineered to eliminate coves, peninsulas, and convoluted shorelines to create an open structure that is less attractive to species of interest.	Developer, Project Engineer, Project Landscape Architect	Prior to approval of related grading plans.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hazards and Hazardous Materials Cont.		○ A water clarification system shall be installed to "sterilize" the water and remove organic matter that would otherwise form the base of a food chain that could promote zooplankton, macroinvertebrates and larger species that would feed on. ○ The walls of any potential water features shall be designed with steep sides in order to limit shallow shoreline access for wading birds, and developed with a sand or gravel shoreline to prevent vegetation from forming. In addition, vegetation shall be prevented from growing along the margins of water features. ○ The Project shall have staff dedicated to maintenance of any potential water features. This maintenance would involve cleaning of debris, and removal of vegetation and algae.		
	Less Than Significant	AIR-3 Equestrian buildings, including stables and arenas, shall include measures to deter birds from using such structures for shade or cover, as well as for nesting or roosting. Facilities for housing animals, feed production areas, feed troughs, and manure may also attract birds, and thus require mitigation. The following design and passive deterrence measures, as appropriate, will serve to avoid and/or minimize bird-related impacts: ○ Stables, arenas, and other structures shall be designed to minimize open, exposed ceilings with perching sites available. ○ Netting may be applied inside stables, arenas, and other structures to limit access to I-beams or other such supporting structures that may be favorable perching sites. Anti-perching spike strips may also be applied to favorable perching sites. ○ Feeding troughs, feed storage areas, or feed bins should occur under shade or other covered structures to limit visual exposure to flocking birds. ○ Minimize or preclude standing water in irrigated hayfields or other grazing areas. Water applied to such areas shall be limited to what is necessary to control dust or maintain vegetation and shall not be allowed to accumulate in puddles or along furrows. ○ Riding, training, and competition areas with grassy covering should use drought-resistant grass species to minimize water use. ○ Manure shall be routinely removed from facilities and training areas and contained for disposal to avoid exposure to wildlife.	Developer, Project Architect, Equestrian Center Manager	Prior to final building design approvals and ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hazards and Hazardous Materials Cont.	Less Than Significant	AIR-4 If the Project will include a miniature golf course, it shall be constructed using artificial turf. No water features should be included as part of the course design.	Developer, General Contractor	Prior to final approval of feature.
	Less Than Significant	AIR-5 The Project shall ensure that landscape plans, including for the equestrian center, are compliant with the Riverside County ALUC landscaping guidelines. The guidelines include: o Vegetation used on site shall be suitable for xeriscape landscapes to minimize the need for irrigation. o Vegetation that produces seeds, fruits, or berries, or that will provide dense cover for nesting for roosting should be avoided.	Developer, Project Landscape Architect, CVWD	Prior to issuance of final landscape plan approvals.
	Less Than Significant	AIR-6 All household or industrial trash that includes organic material or food items shall be contained and covered at all times. o Manure generated in both community and individuals stables and horse training and competition areas shall be removed in conjunction with daily maintenance of facilities. o Dumpsters and household trash containers shall have lids that remain closed and that cannot be breeched or opened by birds or other wildlife. o Signs should be prominently placed in strategic locations to ensure that concessions and patrons using on-site swimming pools, recreational facilities, miniature golf courses, and clubhouses shall not intentionally or unintentionally feed birds anywhere on site. The no feeding policy shall be strictly enforced and shall be a mandatory inclusion in project covenants governing residents and guests.	Equestrian Center and Commercial Center Manager, HOAs, etc.	Ongoing.
	Less Than Significant	AIR-7 In addition to the passive deterrent measures provided above, wildlife management may include additional active deterrent measures, as necessary. Examples of possible active deterrent measures include: o Maintenance personnel trained and equipped to disperse birds that may attempt to access the facility. Such active harassment would be particularly important for the equestrian facilities and for any water bodies. o Sonic devices, particularly long-range hailing devices with focused, high-decibel sound may be used to deter birds from the site. o Other methods of active deterrents, each with specific requirements and limitations include: remote-controlled devices such as drones, trained dogs, trained birds of prey, lasers, and removal of nests.	Equestrian Center Manager,	Ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality	Less Than Significant	HYD-1 Project Plan Review: Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by County Planning and CVWD to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.	County, Developer	Prior to the issuance of grading permits.
	Less Than Significant	HYD-2 NPDES Requirements: The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).	County, Developer, Project Engineer	Prior to the issuance of grading permits.
	Less Than Significant	HYD-3 General BMPs: The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include: • Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.; • Sediment control methods such as retention basins, silt fences, and dust control; • Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed. • Contractor training programs; • Material transfer practices; • Waste management practices such as providing designated storage areas and containers for specific waste for regular collection; • Concrete washout slurry shall be discharged and disposed of in an approved manner; • Access drive cleaning/tracking control practices; • Vehicle and equipment cleaning and maintenance practices; and • Fueling practices.	County, Developer	Prior to initiation of grading and ground disturbance; ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.	Less Than Significant	HYD-4 Stormwater Pollution Prevention Plan: The construction contractor shall implement a County-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit. Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion. Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant. a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits. b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation. c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented. d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete. e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains. f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation	County, Project Engineer, General Contactor	Prior to issuance of grading permits.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.		and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques. g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking. h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.		
	Less Than Significant	HYD-5 Petroleum BMPs: To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented: a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products. b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from delineated streams and other drainages. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations. c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids. d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of drainages. e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility. f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project. g) Existing off-site ag drains shall be carefully maintained in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.	Developer, General Contractor, Grading Contractor	Ongoing.
	Less Than Significant	HYD-6 The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.	Developer, Project Architect, Landscape Architect	Ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.	Less Than Significant	HYD-7 Manure storage areas shall be constructed in an approved manner that protects against surface and groundwater contamination. If storage is to occur on a soil pad, said pad shall be constructed in a manner consistent with the following guidelines: a) Soils used for the pad should have at least 30% of the particles passing a #200 sieve, less than 20% retained on a #4 sieve, and no rocks greater than 3 inches. (Sieve analysis according to ASTM D-422) b) Soils should have a plasticity index greater than 7% (ASTM D4318) c) Soils during placement should be maintained at a moisture content of 0 to 5% above optimum (ASTM D-698 or ASTM D-1557 during construction) d) Soils should be placed in multiple lifts and compacted with at least three passes of a "sheeps-foot" type roller with feet that extend through the loose lift and into the previously compacted lift or compacted until achievement of 90% of standard proctor density, verified (ASTM 2922) at a frequency of one sample per 3,000 sq ft.	Developer, Project Landscape Architect, Equestrian Center Manager	Concurrent with construction of equestrian center.
	Less Than Significant	HYD-8 Manure storage areas shall be placed minimal distances from sensitive uses, as set forth below: Sensitive Area — Minimum Separation Distance (feet) • Property line — 50–100 • Residence or place of business — 200–500 • Private well or other potable water source — 100–200 • Wetlands or surface water (streams, pond, lakes) — 100–200 • Subsurface drainage pipe or drainage ditch discharging to a natural water course — 25 • Water table (seasonal high) — 2–5	Developer, Project Landscape Architect, Equestrian Center Manager	Prior to issuance of grading or development permits.
Land Use	Less Than Significant	No mitigation required.	N/A	N/A
Mineral & Paleo Resources	Less Than Significant	PALEO-1 The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).	Developer, Project Paleontologist	Prior to initiating of site disturbance.
	Less Than Significant	PALEO-2 The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted for approval by the County Geologist prior to issuance of a Grading Permit. Information	Developer, Project Paleontologist	Ongoing.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Mineral & Paleo Resources Cont.		to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: a) A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed. b) PRIMP must be accompanied by the final grading plan for the subject project. c) Description of the proposed site and planned grading operations. d) Description of the level of monitoring required for all earth-moving activities in the project area. e) Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. f) Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. g) Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. h) Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays. i) Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. j) Procedures and protocol for collecting and processing of samples and specimens. k) Fossil identification and curation procedures to be employed. l) Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading. m) All pertinent exhibits, maps, and references. n) Procedures for reporting of findings. o) Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution. All reports shall be signed by the qualified paleontologist responsible for the report's content. All reports shall also be signed by all other parties responsible for the report's content (eg.		

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
		Professional Geologist), as necessary a signed electronic copy of the report, project plans, and all required review applications shall be uploaded to the County's PLUS Online System. Please use the following for this purpose: https://planning. Org/sites/g/files/aldnop416/files/users/user91/Filing_Instructions_Paleonological_ Report_Review_Application.pdf. https://planning.rctlma.org/sites/g/files/aldnop 416/files/users/user91/PLUS_Online_Upload_Instructions_Paleontology.pdf https://planning.rctlma.org/sites/g/files/aldnop46/files/users/user91/Supplemental_ Information_Form_PALEO.pdf. Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP. (Safeguard Artifacts Being Excavated in Riverside County (SABER)).		
Noise	Less Than Significant	NOI-1 Detailed noise analysis is required for all future residential land uses. These final noise studies shall combine the recommendations provided in the Project-wide Noise Analysis Report with precise grading plans and building design specifications. Prior to the recordation of final maps or the issuance of building permits for planned residential uses, the applicant shall provide precise grading plans and actual building design specifications, as well as detailed analysis demonstrating the efficacy of the planned noise mitigation measures, including location and height of masonry walls, distance between the noise source and residential lots, and other noise buffers, to ensure that the County of Riverside 65 dBA CNEL exterior noise level standard is met.	County, Developer, Project Architect	Prior to development approval and final construction plan set.
	Less Than Significant	NOI-2 Perimeter masonry walls shall extend either to the recommended height above the pad elevation of the lot being shielded, or if the road is elevated above the pad, then the barrier shall be extended to the recommended height above the highest point between the residence and the road. Wall construction shall be in accordance with the specifications set forth in the Project Noise Report.	County, Developer, Project Landscape Architect	Prior to development approval and final construction plan set.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Noise Cont.	Less Than Significant	NOI-3 In order to meet the 45 dBA CNEL interior noise level standard established the County of Riverside, all residential units shall meet a 'windows-closed condition' by including a means of mechanical ventilation (e.g. air conditioning). The Project's residences shall also provide the following standard building construction measures to ensure the interior noise level standard is met: • Windows and glass doors: All windows must have a minimum Sound Transmission Class (STC) rating of 27. Hotel and condominiums in PA-5 must provide upgraded windows with a minimum STC rating of 36 for all windows facing Harrison Street and Avenue 64. • Doors (non-glass): All exterior doors must be weather-stripped and have minimum STC ratings of 27. • Walls: Any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be installed per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceiling shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic. • Ventilation: All habitable rooms must be designed such that circulated air will be provided even if exterior doors and windows are closed. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided to satisfy the requirements of the Uniform Building Code.	County, Developer, Project Architect(s)	Prior to issuance of building permits.
Population, Housing and Env. Justice	Less Than Significant	No mitigation required.	NA	NA
Public Services	Less Than Significant	No mitigation required.	NA	NA
Recreational Resources	Less Than Significant	No mitigation required.	NA	NA
Transportation and Traffic	Significant and Unavoidable	VMT Mitigation: Project determined to be inconsistent with and to exceed the threshold for vehicle miles traveled (VMT) primarily due to its location along the edge of the urbanizing patterns in the area, although the Project's net contribution to county-wide VMT is expected to go down over time. Project incorporates county-recommended design features to reduce project VMT to the extent feasible, including a complementary mix of land uses, an extensive network of multi-modal paths to facilitate travel by walking, bicycle and golf cart throughout the project. Nonetheless, adoption of a statement of overriding consideration would be required.	NA	NA

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Transportation and Traffic Cont.	Less Than Significant	Mitigation for Access Across Federal Lands: As noted elsewhere in this Draft EIR, the US Bureau of Reclamation (USBR) owns a narrow strip of land that projects northwest from the intersection of Tyler Street and Ave 64. This existing parcel varies in width from 60' to 90' and is 1,700± feet in length. The CVWD has confirmed, based on their consultation with the USBR, that the USBR will authorize a public roadway crossing of this parcel provided that the license or contract to do so is with the County and on behalf of the public.[1] Other options, include an outright sale of the subject parcel, may also affect the planned roadway crossing of the USBR parcel. Therefore, prior to recordation of the Project Tentative Tract Map, a license, contract or other appropriate agreement shall be reached with the USBR to secure authorization for the proposed crossing of the USBR parcel.	Developer, USBR, CVWD	Prior to recordation of Final TTM.
Tribal Cultural Resources	Less Than Significant	Mitigation measures are provided in Section 2.7 (see below) to ensure that impacts to any unanticipated cultural resources or human remains, including those of potential significance to California Native American tribes, are less than significant. CUL-1 Concurrent with the initiation of ground disturbing activities, a Native American monitor shall be present on site to observe earthwork and related activities (including any archaeological testing and surveys). If during ground-disturbance activities, including grading, excavation and other construction activities, unanticipated cultural resources are discovered, the following procedures must be followed: All grading and construction activities within 100 feet of the discovered cultural resource must be halted and the applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be organized convening appropriate parties, potentially including the developer, the project archaeologist, Native American tribal representatives, and the County Archaeologist, to discuss the significance of the find. The convened parties shall decide upon the appropriate treatment for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance must not resume within the area of the discovery until the appropriate treatment has been accomplished. CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the	General Contractor, Grading Contractor, Project Archaeologist	During site disturbance, excavations and grading.

[1] Chris Bogan, Right-of-Way Supervisor at Coachella Valley Water District, January 18, 2024.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
		NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.		
Utilities & Service Systems	Less Than Significant	No mitigation required.	NA	NA
Wildfire	Less Than Significant	No mitigation required.	NA	NA

ORDINANCE NO. 348.5049

AN ORDINANCE OF THE COUNTY OF RIVERSIDE

AMENDING ORDINANCE NO. 348 RELATING TO ZONING

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Section 4.1 of Ordinance No. 348, and official Zoning Plan Map No. 2, as amended, are further amended by placing in effect in the North Perris Area, the zone or zones as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348, Map No. 2.2519, Change of Zone Case No. 2300030" which map is made a part of this ordinance.

Section 2. This ordinance shall take effect 30 days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chair, Board of Supervisors
V. MANUEL PEREZ

ATTEST:
KIMBERLY RECTOR
CLERK OF THE BOARD

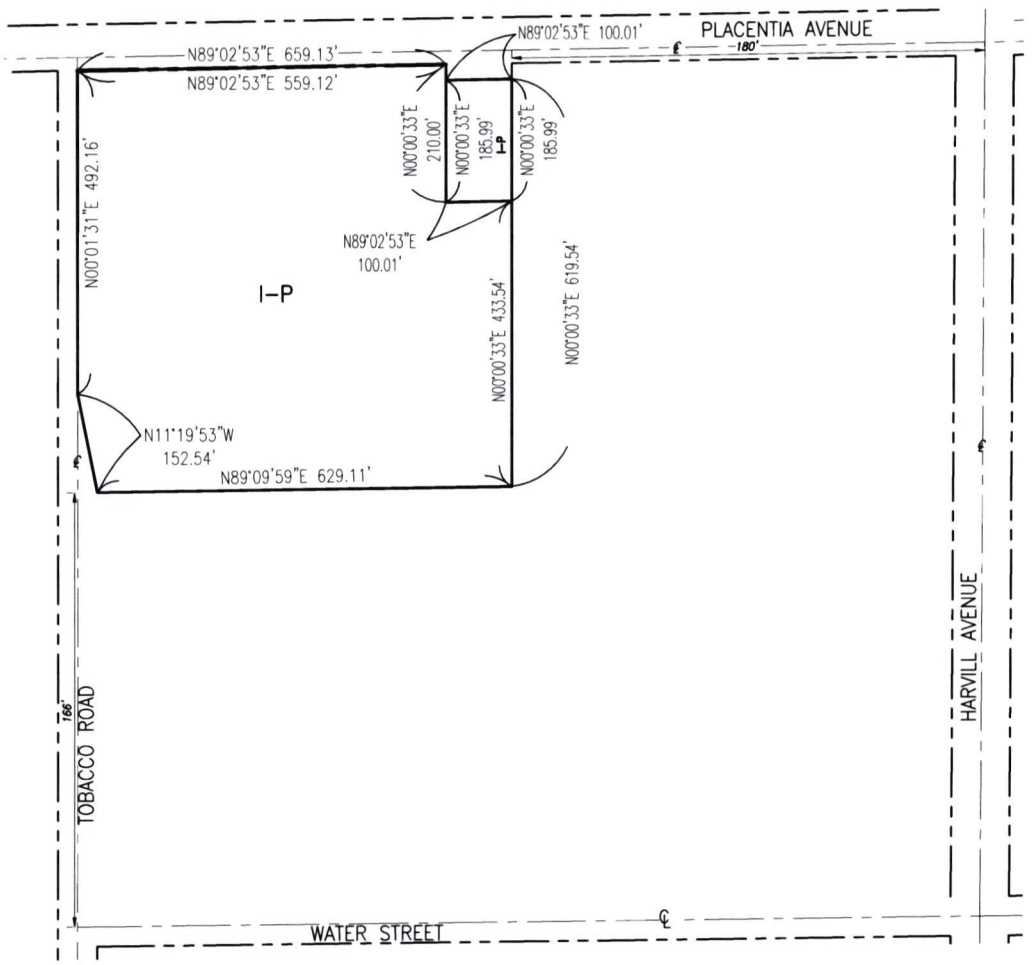
By: _____
Deputy

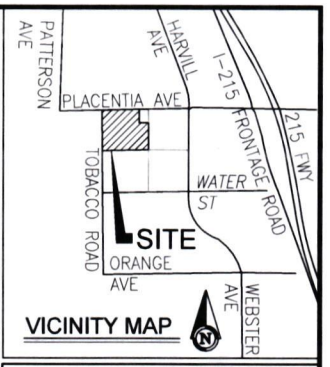
(SEAL)

APPROVED AS TO FORM
December 8, 2025

By: _____
BRADEN HOLLY
Deputy County Counsel

TOWNSHIP 4S, RANGE 4W, SECTION 13





APPROXIMATE GROSS LAND AREA:
APN: 317-260-017-9.19 AC APN: 317-260-018-0.429 AC

APPROXIMATE NET LAND AREA:
APN: 317-260-017-8.27 AC APN: 317-260-018-0.406 AC

RECORD OWNER/APPLICANT

THE ORDEN COMPANY.
13116 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA 90402
ATTN: STEPHANE WANDEL
EMAIL: SWANDEL@ORDENCOMAPNY.COM

EXHIBIT PREPARER

ARMSTRONG & BROOKS ENG.
1350 E. CHASE DR.
CORONA, CA 92881
ATTN: WILLIAM BROOKS
EMAIL: BILL@ARMSTRONGBROOKS.COM

UTILITY PURVEYORS:

WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA EDISON
GAS: SOUTHERN CALIFORNIA GAS COMPANY
CABLE: CHARTER
TELE: FRONTIER
WASTE: WASTE MANAGEMENT

SCHOOL DISTRICT:

VAL VERDE UNIFIED SCHOOL DISTRICT

EX. ZONING CLASSIFICATION

R-R-1

EX. GENERAL PLAN DESIGNATION

RC:VLDR

PROP. GEN. PLAN DESIGNATION

CD:BP

EX. ZONING AREA

NORTH PERRIS AREA

PROP. ZONING CLASSIFICATION

I-P "INDUSTRIAL PARK"

LEGEND

I-P	INDUSTRIAL PARK

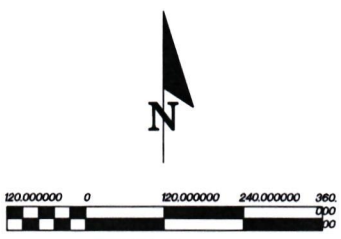
MAP NO. 2.2519
CHANGE OF OFFICIAL ZONING PLAN
AMENDING
MAP NO. 2 ORDINANCE NO. 348
CHANGE OF ZONE CASE NO. 2300030
AMENDING ORDINANCE NO. 348
ADOPTED BY ORDINANCE NO. 348.5049
HEARING DATE: 12/16/2025
RIVERSIDE COUNTY BOARD OF SUPERVISORS

LEGAL DESCRIPTION: APN: 317-260-017

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF PERRIS AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: LOT 3 OF OAKES AND SAWYERS SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE NORTH 230.00 FEET OF THE EAST 100.00 FEET, SAID 230.00 FEET BEING MEASURED ON THE CENTER LINE OF PLACENTIA AVENUE; ALSO EXCEPT THAT PORTION DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1962 AS INSTRUMENT NO. 11202 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 3; THENCE NORTH 00° 30' 04" WEST ALONG THE WEST LINE OF SAID LOT, A DISTANCE OF 150.00 FEET; THENCE SOUTH 11° 50' 30" EAST, A DISTANCE OF 152.54 FEET TO THE SOUTH LINE OF SAID LOT; THENCE SOUTH 88° 39' 22" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM ANY MOBILE HOME LOCATED OR PLACED THEREON.

LEGAL DESCRIPTION: APN: 317-260-018

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
THE NORTH 230.00 FEET (MEASURED FROM THE CENTER LINE PLACENTIA AVENUE) OF THE EAST 100.00 FEET OF LOT 3 OAKES AND SAWYER'S SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPTING THEREFROM, THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED DECEMBER 6, 1974 AS INSTRUMENT NO. 155641, OF OFFICIAL RECORDS.



SCALE 1" =120'

APN: 317-260-017 & 317-260-018

EXHIBIT PREPARED 05/29/2025

STATE OF CALIFORNIA)
) ss
COUNTY OF RIVERSIDE)

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on December 16, 2025, the foregoing ordinance consisting of 2 Sections was adopted by the following vote:

AYES: Spiegel, Washington, Perez, and Gutierrez

NAYS: None

ABSENT: Medina

ABSTAIN: None

DATE: December 16, 2025

KIMBERLY A. RECTOR
Clerk of the Board

BY: _____
Deputy

SEAL

ORDINANCE NO. 348.5050

AN ORDINANCE OF THE COUNTY OF RIVERSIDE

AMENDING ORDINANCE NO. 348 RELATING TO ZONING

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Section 17.124 of Ordinance No. 348, and Official Zoning Plan Map No. 41, as amended, are further amended by placing in effect in the Lower Coachella Valley District the zone or zones as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348, Map No. 41.101, Change of Zone Case No. 2300003," which map is made a part of this ordinance.

Section 2. Article XVIIa of Ordinance No. 348 is amended by adding thereto a new Section 17.124 to read as follows:

SECTION 17.124 SPECIFIC PLAN ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO. 401.

a. Planning Area 1.

(1) The uses permitted in Planning Area 1 of Specific Plan No. 401 shall be the same as those uses permitted in Article IXa, Section 9.25 of Ordinance No. 348, except that the uses permitted pursuant to Section 9.25.A. (1), (2), (8), (9), shall not be permitted. In addition, the permitted uses identified under Section 9.25A shall include the following:

A. EQUESTRIAN ESTABLISHMENT. A full-service equestrian facility where horses are kept, sheltered, trained, nursed or boarded. Permitted uses include but are not limited to showgrounds, competition arenas, event areas, riding rings and fields, barns, stables, pastures, vet farrier, horse trails, maintenance facilities, parking, and feed storage buildings.

B. Commercial retail, restaurants, and other services associated with Equestrian Establishment uses.

C. Farming and agricultural operations as interim uses.

(2) The development standards for the permitted uses described in Planning Area 1 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26 of Ordinance No.

DEC 16 2025 3.49

348, except that the development standards set forth in Section 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size

B. The minimum interior setbacks shall be 10 feet. The minimum setback from Harrison St, Tyler St, and Ave 64 shall be 20 feet. The minimum distance between buildings shall be 10 feet.

C. All buildings and structures shall not exceed 75 feet.

D. 0.18 parking spaces to be provided per daily guest. 0.14 RV parking stalls to be provided per each horse stall.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

b. Planning Area 2.

(1) The uses permitted in Planning Area 2 of Specific Plan No. 401 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance 348, except that the uses permitted pursuant to Section 6.1A (3), (5), (7), (8), (9), B(1), (3), (6), C, and E shall not be permitted. In addition, the permitted uses under Section 6.1A shall include the following:

A. Residential Amenities including but not limited to horse trails, golf cart paths, and clubhouses.

B. Keeping of horses with a maximum of 3 horses per acre.

C. Farming and agricultural operations as interim uses.

(2) The development standards for Planning Area 2 of Specific Plan No. 401 shall be the same as those standards identified in Section 6.2 except that the development standards in 6.2 (B), (E), and (G) shall be deleted and replaced with the following:

B. The minimum lot size shall be 20,000 square feet.

E. The minimum front yard setback shall be 20 feet. The minimum side yard setback shall be 10 feet. The minimum rear yard setback shall be 10 feet

G. The maximum building lot coverage shall be 60 %

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

c. Planning Area 3.

(1) The uses permitted in Planning Area 3 of Specific Plan No. 401 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance 348, except that the uses permitted pursuant to Section 6.1A, 2, 3, 5, 7., 8, 9, B(1), (3), (6), (C), and (E) shall not be permitted. In addition, the permitted uses under Section 6.1A shall include the following:

A. Residential Amenities including but not limited to horse trails, golf cart paths, and clubhouses (including associated restaurant, bar, and other ancillary uses).

B. Farming and agricultural operations as interim uses.

(2) The development standards for Planning Area 3 of Specific Plan No. 401 shall be the same as those standards identified in Section 6.2 except that the development standards in 6.2 (B), (E), and (G) shall be deleted and replaced with the following:

B. Minimum lot size for detached single family shall be 5,000 square feet. Minimum lot size for multi-family shall be 2,000 square feet.

E. The front yard shall be not less than 10 feet. Minimum side yard setback for detached single family shall be 5 feet. There shall be no side yard setback for multi-family dwellings. The rear yard shall not be less than ten feet.

G. Maximum building coverage shall be 80% for detached residential dwellings. Maximum building coverage shall not be applicable to attached dwellings.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

d. Planning Area 4a.

(1) The uses permitted in Planning Area 4A of Specific Plan No. 401 shall be the same as those uses permitted in Article VIII, Section 8.1 of Ordinance 348, except that the uses permitted pursuant to Section 8.1 (A), (B) 1, 2, 3, 6, 13, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26. (C), & (D) shall be

deleted. In addition, the permitted uses under section 8.1.A shall include Farming and agricultural operations as interim uses and section 8.1.B shall include the following:

A. Employee Housing

B. General / Convenience Store

C. Accessory uses and structures (including but not limited to gate house, dog park, shade structures, swimming pools, laundromat, etc.)

(2) The development standards for Planning Area 4A of Specific Plan No. 401 shall be the same as those standards identified in Section 8.2 except that the development standards in 8.2 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B. The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Line shall be 10 feet.

C. The minimum side yard shall be five feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from each side lot line five feet plus two feet for each foot by which the height exceeds 35 feet; if the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19. of Ordinance No. 348.

D. The maximum building lot coverage shall be 75%.

E. The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.

F. All buildings and structures shall not exceed 50 feet in height.

G. 1 parking space per dwelling unit shall be provided.

In addition, the following development standards shall also apply:

AA. Dwelling unit size is allowed to be a minimum of 300 square feet for standard units and 400 square feet for accessible designed units.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VIII of Ordinance No. 348.

Planning Area 4B.

(1) The uses permitted in Planning Area 4B of Specific Plan No. 401 shall be the same as those uses permitted in Article IXa, Section 9.25 of Ordinance 348, except that the uses permitted pursuant to Section 9.25 (A)), (B), and (D) shall be deleted. In addition, farming and agricultural operations as interim uses shall be permitted as a by right use and the permitted uses Under Section 9.25A shall include the following:

A. Recreational Vehicle Park (including extended occupancy parks)

B. General / Convenience Store

C. Accessory uses and structures (including but not limited to RV resort office, gate house, dog park, shade structures, swimming pools, laundromat).

The development standards for Planning Area 4B of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26, 19.97, 19.98, 19.98a, and 19.98b except that the development standards in Section 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B. The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Lines shall be 10 feet

C. Maximum building height shall not be greater than 50 feet.

D. 1 automobile parking space to be provided for each RV space.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.

In addition, the following development standards shall also apply:

AA. The maximum building lot coverage shall be 75%.

BB. All signage shall comply with the provisions of Article XIX of County Ordinance No. 348.

CC. Removal of garbage and rubbish shall comply with the requirements of County Ordinance No. 513 and of the trash hauler.

DD. Lighting shall be indirect, hooded and positioned so as to reflect onto the access roads and away from the recreational vehicle spaces and adjoining property unless otherwise approved by the approving body. Lighting standards for roads and recreational vehicle sites shall be a maximum of ten feet in height. The height of all light standards shall be measured from the elevation of the adjoining pavement of the access roads. Lighting standards in recreational areas may be taller than ten feet. All recreational vehicle parks in the Mt. Palomar Street Lighting Area shall comply with the lighting policies set forth in County Ordinance No. 655.

EE. The park shall be graded so that there will be no depressions in which surface water will accumulate or as approved by the County Flood Control District.

FF. DISTANCE BETWEEN RECREATIONAL VEHICLES AND BUILDINGS.

a. Recreational vehicle spaces shall be designed so as to provide the maximum distance between recreational vehicles, taking into account minimum recreational vehicle space size requirements as established within this ordinance.

b. In vacation recreational vehicle parks, recreational vehicle utility connections may be arranged so as to allow grouping of recreational vehicles, up to four vehicles per utility connection, if this is desired by the recreational vehicle owners. However, recreational vehicle owners shall not be required to group more than two to a utility connection unless they so request.

c. Where recreational vehicle spaces are located near any permitted building, the minimum distance between the recreational vehicle and said building shall be 15 feet.

GG. All structures and recreational vehicle pads shall be set back from all side and rear property lines not less than three feet, except where a side or rear property line abuts a street, the setback shall be not less than 20 feet. Where the recreational vehicle park is adjacent to an existing single

family development, a 100 foot setback shall be provided for structures exceeding one story.

HH. Maximum building heights shall be as permitted in the zoning classification in which the recreational vehicle park is located.

II. MANAGEMENT.

a. A caretaker responsible for the management of the park shall be present on the premises of the park at all times when the park is occupied.

b. Maintenance and Storage Yard. All storage of supplies, maintenance materials and equipment outside of buildings shall be provided within a storage area. Any storage shall be located outside any required yard and completely screened from adjoining properties with a decorative masonry wall or fencing six feet in height and further buffered with landscaping materials eight feet in height.

JJ. One washing machine and dryer shall be provided for every 50 recreational vehicle spaces or fraction thereof.

KK. Recreational vehicle parks which do not provide each recreational vehicle space with a connection to an approved sanitary sewer system shall provide sanitation stations designed to receive the discharge from the sewage holding tanks of recreational vehicles.

a. The sanitary station shall be constructed in accordance with specifications set forth in Title 25 of the California Administrative Code.

b. If a sanitation station is provided, it shall be located within the park in such a manner so as not to be obnoxious to the tenants of the park and shall be set back 100 feet from adjoining residential development, unless approved by the approving body.

LL. Interior access roads within the recreational park shall not be less than 24 feet wide and be paved with a minimum thickness of three inches of asphalt concrete or six inches of Portland Cement Concrete, or with such alternate surfacing as recommended by a soils engineer. The approving body may reduce the minimum width of interior access roads to 20 feet where one way interior access roads are utilized.

MM. Each recreational vehicle space shall front on or be served by an interior access road.

NN. In accordance with Title 25 of the California Administrative Code, the following standards shall be met.

a. Only one power supply connection shall be made to a recreational vehicle.

b. Electric power supply equipment shall be located on the rear half of the recreational vehicle space within four feet of the location or proposed location of the recreational vehicle on the space.

OO. Each recreational vehicle space shall have a minimum width of 32 feet and depth of 45 feet.

PP. INDIVIDUAL SPACE IMPROVEMENTS:

a. Each site shall contain a level, stabilized recreational vehicle parking pad of crushed stone, decomposed granite, paving or other suitable material.

b. Each recreational vehicle space may be provided with a ten foot by 25 foot parking area of asphalt concrete, Portland Cement Concrete, rock, decomposed granite/or similar material.

c. All areas not in hard surface shall be landscaped pursuant to Section 18.12. of this ordinance, unless otherwise approved by the approving body.

QQ. ELECTRICAL SERVICES.

a. Each recreational vehicle space shall be provided with an electrical service outlet.

b. Each recreational vehicle space may be provided with connection to telephone service.

RR. Each recreational vehicle space shall be provided with a fresh water service outlet delivering safe and potable water. Each recreational vehicle space shall be provided with a connection to an approved sanitary sewer system.

SS. Only one recreational vehicle connected to utilities shall be allowed per site. No other vehicle parked at the recreational vehicle site, except for the primary recreational vehicle, shall be used for human habitation on a temporary or permanent basis. In addition to the primary recreational vehicle, two cars, vans or trucks may be parked at the recreational vehicle space. One recreational vehicle may be substituted for these other vehicles provided it is the only available source of transportation to and from the recreational vehicle park.

TT. Wheels shall not be removed from recreational vehicles.

UU. ACCESSORY STRUCTURE.

a. Ramadas and patio covers are allowed.

b. Accessory storage structures may be allowed at individual vehicle spaces.

c. All structures shall comply with the requirements of Title 25 of the California Administrative Code, except where this ordinance is more restrictive, the more restrictive standards shall apply.

d. No more than 60 percent of the area of each individual recreational vehicle site may be covered by the recreational vehicle and accessory structures.

e. Structures to assist the handicapped shall be allowed.

f. Awnings are permitted in accordance with the provisions of Title 25 of the California Administrative Code.

VV. Recreational vehicle park shall be screened or fenced as follows: For extended occupancy parks in Category III, IV, or open space land use areas a decorative masonry wall, earthen berm and block wall, fencing, or landscaping screen, or combination thereof shall be on all property lines as specified by the approving body. Where walls and fences are utilized an additional landscape buffer shall be provided as set forth in Section 18.12. of this ordinance. The exterior side of all block walls shall be coated with a protective coating that will facilitate the removal of graffiti.

WW. Only recreational vehicles which can connect to sewer and water service at the recreational vehicle space shall be allowed to stay for longer than 30 consecutive days or 120 days in any one year. All recreational vehicles which are sited within a recreational vehicle park on a long term or permanent basis shall be registered with the California Department of Motor Vehicles.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXa of Ordinance No. 348.

e. Planning Area 5.

(1) The uses permitted in Planning Area 5 of Specific Plan No. 401 shall be the same as those uses permitted in Article IXa, Section 9.25, except that the uses permitted pursuant to Section 9.25 (A) 2 and 8, and (D) shall be deleted. In addition, farming and agricultural operations as interim uses shall be a use allowed by right and the permitted uses identified under Section 9.25A shall include the following:

A. Resort Condominiums, short-term vacation rentals.

B. Recreational amenities associated with hotel or resort condominium uses including but not limited to: clubhouses, swimming pools, recreational amenities, spa, gym)

C. Retail and personal service commercial uses

(2) The development standards for Planning Area 5 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26 except that the development standards in 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size

B. Minimum interior setbacks between parcels within the Specific Plan shall be 10 feet. Minimum setback from Harrison St shall be 20 feet.

C. Building height shall not exceed a maximum height of 75 feet

D. Automobile storage space shall be provided as required by Section 18.12. of Ordinance no. 348. Not less than five percent of the parking area shall be landscaped. No planting area shall be less than five feet wide at any point.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.

In addition, the following development standards shall also apply:

AA. Maximum building lot coverage shall be 75%

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

f. Planning Area 6.

(1) The uses permitted in Planning Area 6 of Specific Plan No. 401 shall be the same as those uses permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 9.1.A 5, 6, 7, 28, 29, 35, 42, 79, 9.1.B. 5, 6, 11, 12, 16, 18, 19, 9.1.D. 2, 3, 6, 10, 11, 12, 13, 18, 19, 20, & G shall not be permitted. In addition Farming and agricultural operations as interim uses shall be permitted by right.

(2) The development standards for Planning Area 6 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.4 except that B and C shall be deleted and replaced with the following:

B. Minimum setback from Harrison St shall be 20 feet. Minimum interior setback shall be 10 feet.

C. Building height shall not exceed a maximum height of 75 feet.

In addition, the following development standards shall also apply:

AA. Maximum building lot coverage shall be 75%

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IX of Ordinance No. 348.

Section 3. This ordinance shall take effect 30 days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chair, Board of Supervisors

V. MANUEL PEREZ

ATTEST:
KIMBERLY RECTOR
CLERK OF THE BOARD

By: _____
Deputy

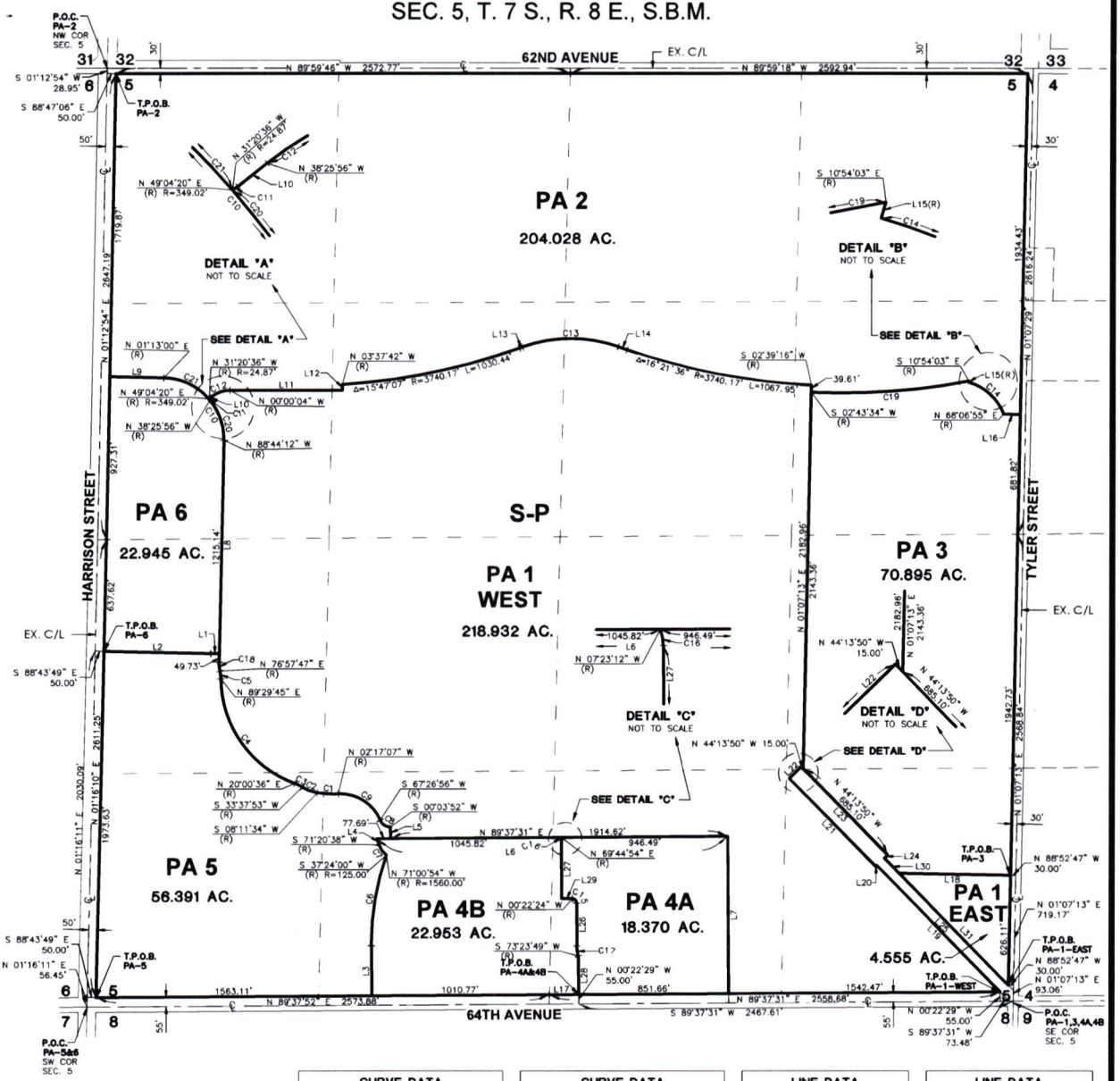
(SEAL)

APPROVED AS TO FORM
December 8, 2025

By: _____
BRADEN HOLLY
Deputy County Counsel

DEC 16 2025 3.49

SEC. 5, T. 7 S., R. 8 E., S.B.M.



CURVE DATA			
NO.	DELTA	RADIUS	LENGTH
C1	10°28'41"	660.00'	120.70'
C2	25°26'19"	200.00'	88.80'
C3	13°37'17"	200.00'	47.55'
C4	69°29'09"	639.00'	774.95'
C5	12°31'58"	200.00'	43.75'
C6	19°21'14"	1560.00'	526.95'
C7	33°56'38"	125.00'	74.05'
C8	67°23'04"	64.00'	75.27'
C9	69°44'03"	246.00'	299.40'
C10	90°02'48"	349.02'	548.53'
C11	07°05'57"	24.87'	3.08'

CURVE DATA			
NO.	DELTA	RADIUS	LENGTH
C12	38°25'52"	165.02'	110.69'
C13	38°25'41"	818.67'	549.08'
C14	51°45'47"	308.50'	278.71'
C15	89°59'39"	25.00'	39.27'
C16	19°52'21"	25.00'	8.67'
C17	16°13'26"	208.00'	58.90'
C18	14°18'15"	200.00'	49.93'
C19	13°37'37"	3783.50'	899.85'
C20	42°11'28"	349.02'	257.01'
C21	47°51'20"	349.02'	291.52'

LINE DATA		
NO.	BEARING	LENGTH
L1	N 90°00'00" E	49.01'
L2	N 88°43'58" W	606.08'
L3	N 00°22'08" W	286.72'
L4	N 18°39'31" W	36.46'
L5	N 00°22'29" W	63.68'
L6	N 89°37'31" E	1992.30'
L7	N 00°22'29" W	898.01'
L8	N 01°16'02" E	1264.87'
L9	N 88°47'17" W	306.57'
L10	N 51°33'35" E	17.56'
L11	N 90°00'00" E	636.08'
L12	N 00°00'00" W	32.46'
L13	N 70°35'11" E	20.11'
L14	N 70°59'08" W	53.22'
L15	N 16°21'08" E	7.50'

LINE DATA		
NO.	BEARING	LENGTH
L16	N 88°52'31" W	94.59'
L17	N 89°37'31" E	164.55'
L18	N 88°52'46" W	633.82'
L19	N 44°13'50" W	1007.77'
L20	N 45°46'10" E	10.00'
L21	N 44°13'50" W	700.10'
L22	N 45°46'10" E	95.00'
L23	N 44°13'50" W	700.10'
L24	N 45°46'10" E	25.00'
L25	N 44°13'50" W	1011.60'
L26	N 00°22'45" W	243.94'
L27	N 00°22'45" W	341.93'
L28	N 00°22'29" W	220.53'
L29	N 89°37'36" E	60.00'
L30	N 44°13'50" W	120.67'
L31	N 44°13'50" W	890.92'

LEGEND

S-P SPECIFIC PLAN

PA PLANNING AREA

MAP NO. 41.101

CHANGE OF OFFICIAL ZONING PLAN

LOWER COACHELLA VALLEY DISTRICT

CHANGE OF ZONE CASE NO. CZ2300003

AMENDING ORDINANCE NO. _____

ADOPTED BY ORDINANCE NO. 348.5050

(DATE:) December 16, 2025

RIVERSIDE COUNTY BOARD OF SUPERVISORS

NORTH

0' 400' 800'

SCALE 1"=400'

APN(s): 751-020-002, 751-020-003, 751-020-006 & 751-020-007

J.N. 2735

STATE OF CALIFORNIA)
) ss
COUNTY OF RIVERSIDE)

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on December 16, 2025, the foregoing ordinance consisting of 3 Sections was adopted by the following vote:

AYES: Spiegel, Washington, Perez, and Gutierrez

NAYS: None

ABSENT: Medina

ABSTAIN: None

DATE: December 16, 2025

KIMBERLY A. RECTOR
Clerk of the Board

BY: _____
Deputy

SEAL

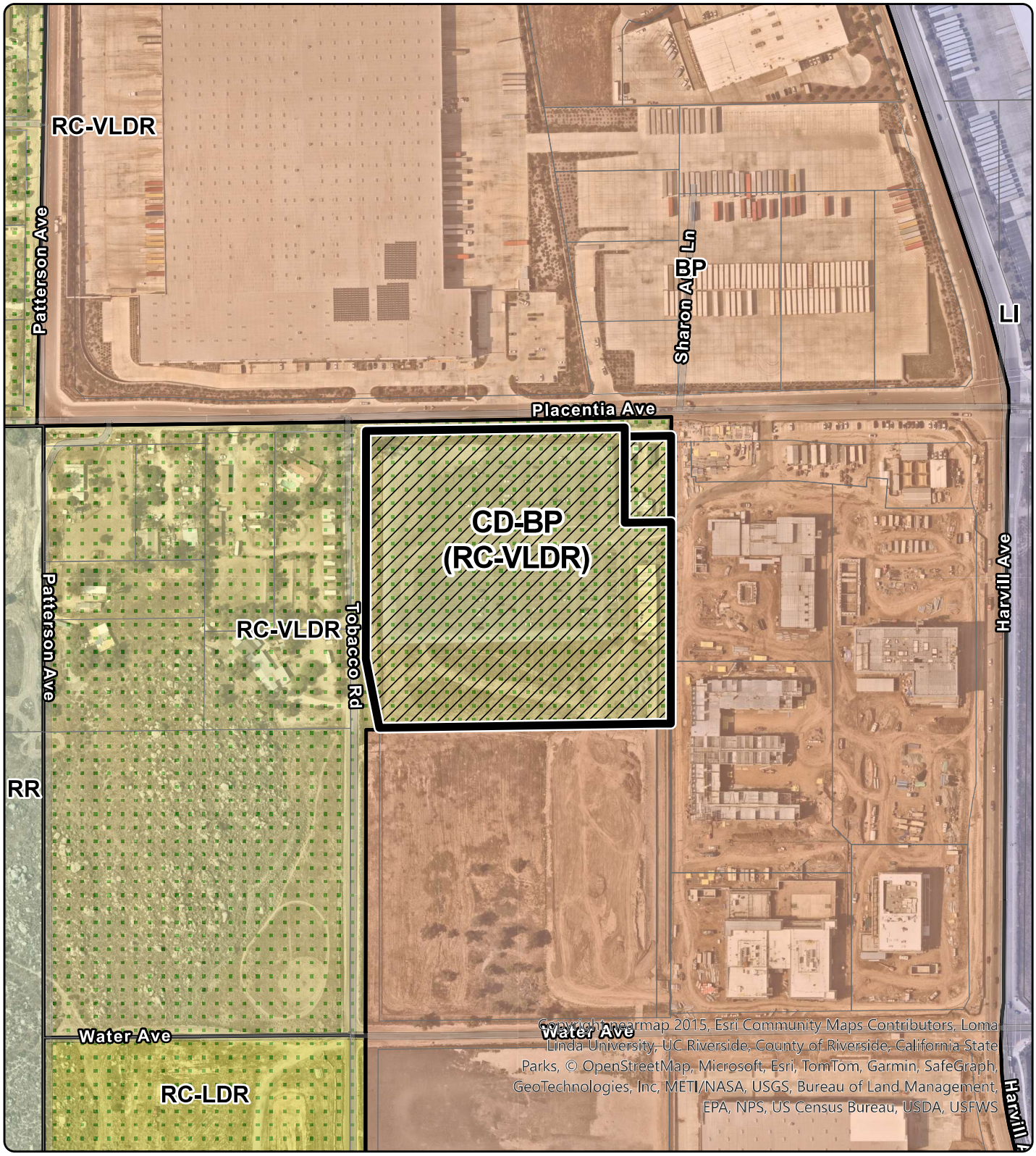
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT230048 / GPA230008 / CZ2300030

PROPOSED GENERAL PLAN

Supervisor: Medina
District 1

Date Drawn: 6/11/2025
Exhibit 6



Zoning Area: NORTH PERRIS

Author: PetePang

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

N

0 170 340 510 680
Feet

RIVERSIDE COUNTY PLANNING DEPARTMENT

Supervisor: V MANUEL PEREZ

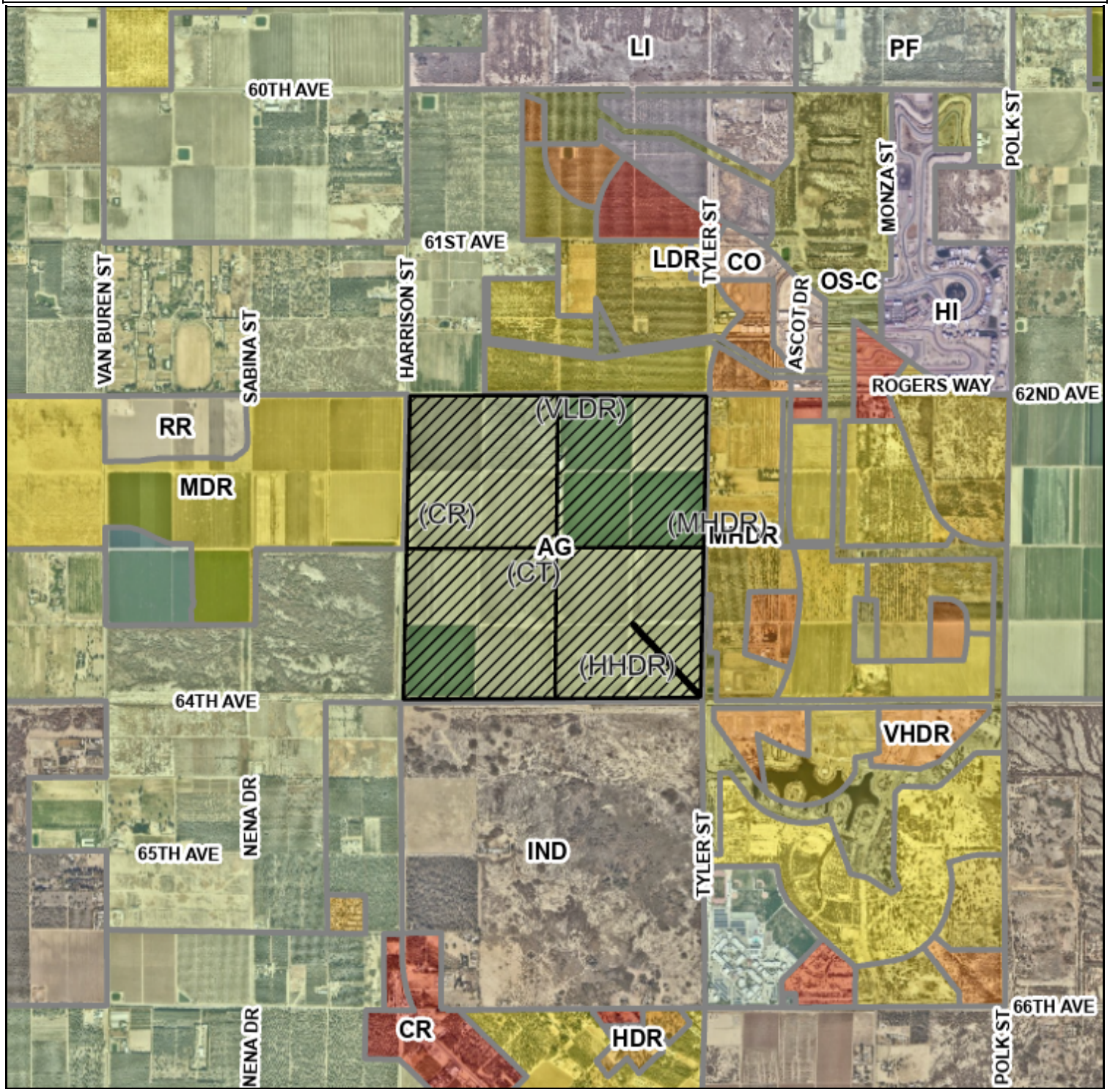
SP00401, GPA230001,
CZ2300003, TTM38578,
PPT230005, PPT230006,
PPT240016

Date: 9-23-2025

District: 4

PROPOSED GENERAL PLAN

Exhibit: 6



Zoning Area/District: LOWER COACHELLA VALLEY

Author:

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

0 1500 3000 ft

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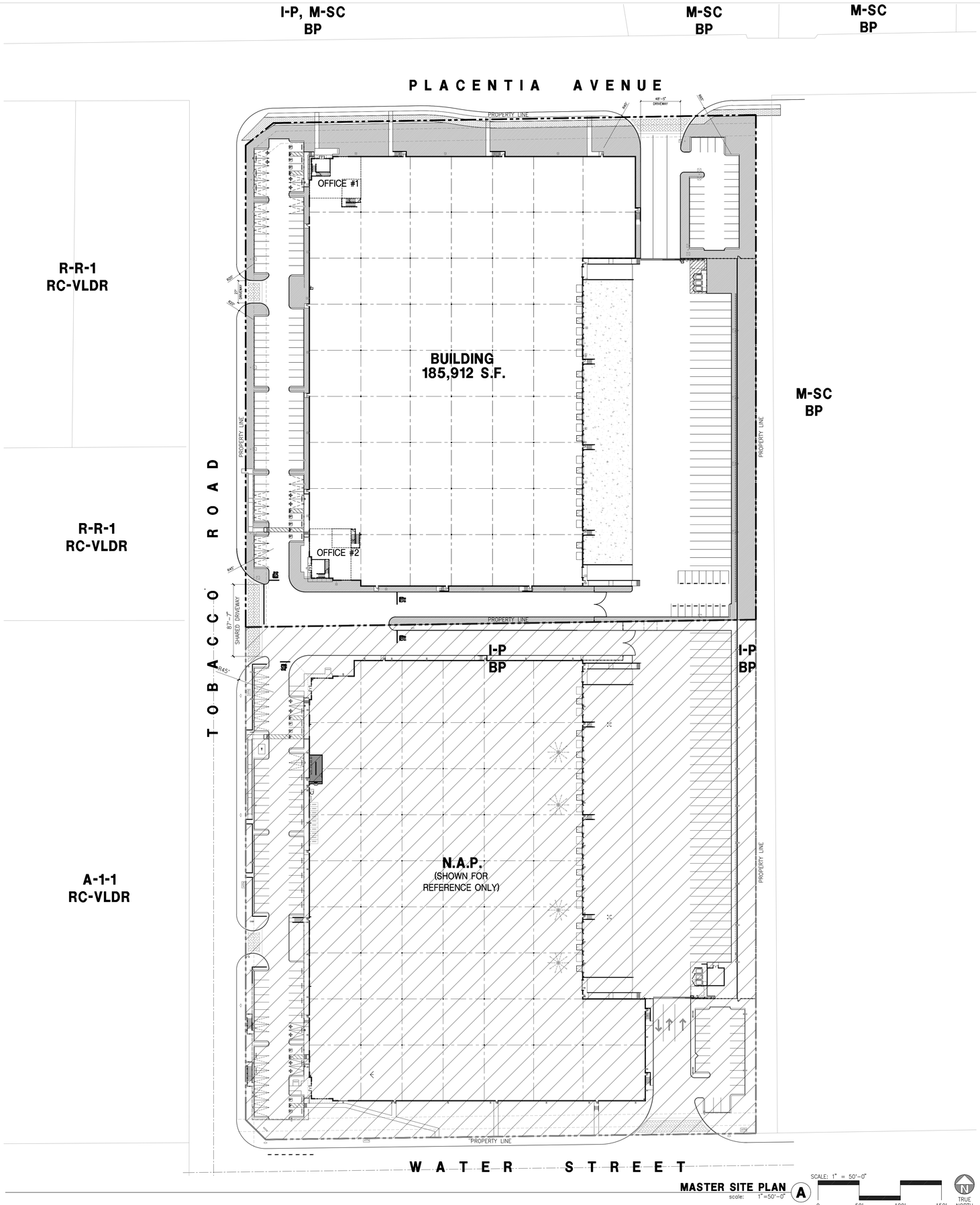


MASTER SITE PLAN (A) scale: 1"=50'-0"

SCALE: 1" = 50'-0"

0 50' 100' 150'

TRUE NORTH

PROJECT INFORMATION

Owner / Applicant

THRIFTY OIL CO.
13116 IMPERIAL HIGHWAY
SANTA FE SPRINGS CA 90670
TEL: 562-921-3581
ATTN: STEPHANE WANDEL

Applicant Representative

HPA, INC.
18831 BARDEEN AVE. STE 100
IRVINE, CA 92612
PHONE:
CONTACT: JOSEPH KIM

Project Address

T.B.D.

Zoning

CURRENT: R-R
PROPOSED: I-P

APN

317-260-017
317-260-018

Project Description

SPECULATIVE 185,912 SF WAREHOUSE BUILDING
INCLUDING 9,000 SF SUPPORT OFFICE

Construction Type

CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY:	MAIN: S-1/B (FUTURE)
CONSTRUCTION TYPE:	III-B
NUMBER OF STORIES:	1 + MEZZANINE
AUTOMATIC FIRE SPRINKLER	YES (ESFR)
ALLOWABLE HEIGHT	75' (CBC 504.3)

Code Analysis

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE

LEGAL DESCRIPTION

APN #317-260-017, RIVERSIDE, CA

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 3 OF OAKES AND SAWYERS SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE NORTH 230.00 FEET OF THE EAST 100.00 FEET, SAID 230.00 FEET BEING MEASURED ON THE CENTER LINE OF PLACENTIA STREET;

ALSO EXCEPT THAT PORTION DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1962 AS INSTRUMENT NO. 11202 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 3;
THENCE NORTH 00°30'04" WEST ALONG THE WEST LINE OF SAID LOT, A DISTANCE OF 150.00 FEET; THENCE 11°50'30" EAST, A DISTANCE OF 152.54 FEET TO THE SOUTH LINE OF SAID LOT; THENCE SOUTH 88°39'22" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY MOBILE HOME LOCATED OR PLACED THERON.

APN #317-260-018, RIVERSIDE, CA

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTH 230.00 FEET (MEASURED FROM THE CENTER LINE PLACENTIA STREET) OF THE EAST 100.00 FEET OF LOT 3 OAKES AND SAWYER'S SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED DECEMBER 6, 1974 AS INSTRUMENT NO. 155641, OF OFFICIAL RECORDS.

AREA JUSTIFICATION :

SECTION 507
UNLIMITED AREA BUILDINGS

507.2.1 REDUCED OPEN SPACE
THE PUBLIC WAYS OR YARDS OF 60 FEET (18 288 MM) IN WIDTH REQUIRED IN SECTIONS 507.3, 507.4, 507.5, 507.6 AND 507.12 SHALL BE PERMITTED TO BE REDUCED TO NOT LESS THAN 40 FEET (12 192 MM) IN WIDTH PROVIDED ALL OF THE FOLLOWING REQUIREMENTS ARE MET:

1. THE REDUCED WIDTH SHALL NOT BE ALLOWED FOR MORE THAN 75 PERCENT OF THE PERIMETER OF THE BUILDING.
2. THE EXTERIOR WALLS FACING THE REDUCED WIDTH SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 3 HOURS.
3. OPENINGS IN THE EXTERIOR WALLS FACING THE REDUCED WIDTH SHALL HAVE OPENING PROTECTIVES WITH A FIRE PROTECTION RATING OF NOT LESS THAN 3 HOURS.

507.4 SPRINKLERED, ONE STORY
THE AREA OF A GROUP B, F, M OR S BUILDING NO MORE THAN ONE STORY ABOVE GRADE PLANE OF ANY CONSTRUCTION TYPE, SHALL NOT BE LIMITED WHERE THE BUILDING IS PROVIDED WITH AN AUTOMATIC SPRINKLER SYSTEM THROUGHOUT IN ACCORDANCE WITH SECTION 903.3.1.1 AND IS SURROUNDED AND ADJOINED BY PUBLIC WAYS OR YARDS NOT LESS THAN 60 FEET IN WIDTH

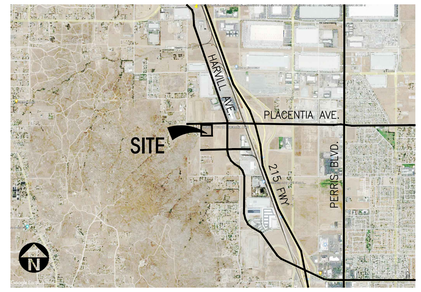
UTILITY PURVEYORS

WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA EDISON
GAS: SOUTHERN CALIFORNIA GAS COMPANY
CABLE: CHARTER
TELE: FRONTIER
WASTE: WASTE MANAGEMENT

SCHOOL DISTRICT

VAL VERDE UNIFIED

VICINITY MAP



PROJECT DATA

SITE AREA			
Gross Land Area	In acres	9.619	ac
Gross Land Area	In s.f.	419,004	s.f.
Area Dedication	In acres	0.943	ac
Area Dedication	In s.f.	41,077	s.f.
Net Land Area	In acres	8.714	ac
Net Land Area	In s.f.	379,575	s.f.
BUILDING AREA			
Building footprint (not including 2nd fl)		181,412	s.f.
Office #1			
Office - 1st floor		2,250	s.f.
Office - 2nd floor		2,250	s.f.
Office #2			
Office - 1st floor		2,250	s.f.
Office - 2nd floor		2,250	s.f.
Warehouse		176,912	s.f.
TOTAL		**185,912**	s.f.
FLOOR AREA RATIO (Gross)		0.44	
LOT COVERAGE (Gross)		47.8%	
CLEAR HEIGHT		36'	
AUTO PARKING REQUIRED			
Office:	1/250 s.f.	36	stalls
Whse:	1/2000 s.f.	89	stalls
TOTAL		125	stalls
AUTO PARKING PROVIDED			
Standard (9' x 18')		79	stalls
Compact (8.5'x16')		15	stalls
Accessible (9' x 18')		5	stalls
Van Accessible (12' x 18')		1	stalls
EVCS (9' x 18')		4	stalls
EVCS ADA (9' x 18')		1	stalls
EVCS van ADA (12' x 18')		1	stalls
EV Capable		20	stalls
Total		**126**	stalls
TRAILER PARKING PROVIDED			
Trailer (10' x 53')		33	stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - I-P			
General Plan Land Use Designation: Business Park (BP)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 35' (1' additional height every 2' additional set back)			
MAXIMUM FLOOR AREA RATIO			
FAR - 0.25-0.60			
LANDSCAPE REQUIREMENT			
Percentage - 15 %		56,936	s.f.
LANDSCAPE PROVIDED			
In percentage -		16.0%	
In s.f. -		60,911	s.f.
SETBACKS			
Building	Parking/Landscape		
Front -25', 50' if abuts R zone	10'		
Side - 10' two side lot areas combined	0		
Rear - 15'	0		

CASE: PPT230048
EXHIBIT: A- Site Plan
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

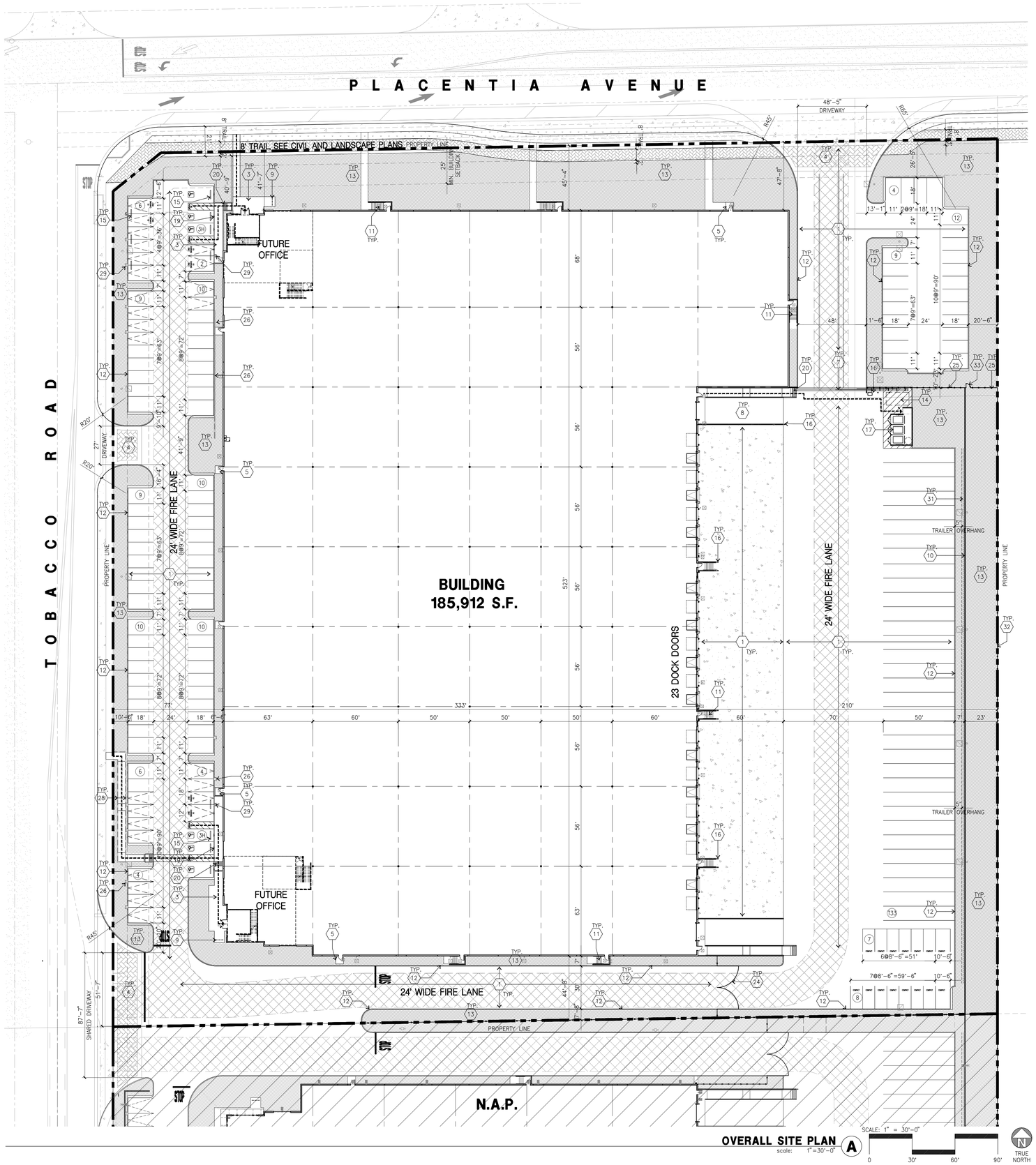
Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: MASTER SITE PLAN

Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A1.0



OVERALL SITE PLAN A
scale: 1"=30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

SITE PLAN KEYNOTES

1. PAVEMENT PER CIVIL. SEE CIVIL PLANS
2. NOT USED
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED. SEE LANDSCAPE DRAWINGS.
5. 5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.,
7. PROVIDE 8' HIGH METAL SLIDING GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. EXTERIOR BIKE RACK TYPICAL.
10. 12' HIGH CONCRETE TILT-UP SCREEN WALL.
11. EXTERIOR CONCRETE STAIR.
12. CONCRETE CURB. SEE CIVIL DRAWINGS.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. FUTURE GUARD SHACK. PROVIDE CONDUIT.
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H,
17. TRASH ENCLOSURE PER COUNTY STANDARD.
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE.
23. SITE LIGHT POLE W/ CONCRETE BASE.
24. 8' HIGH METAL SWING GATE W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
25. 8' HIGH METAL FENCE.
26. 2'X2' CONCRETE PAD FOR FUTURE EV CHARGER. PROVIDE CONDUIT.
27. ROOF DRAIN THRU CURB.
28. RETAINING WALL. SEE CIVIL DRAWINGS.
29. 2'X2' CONCRETE PAD WITH EV CHARGER INSTALLED.
30. NOT USED.
31. CONDUIT FOR FUTURE TRUCK EV CHARGERS
32. RETAINING WALL AND GUARDRAIL TO BE CONSTRUCTED BY EAST DEVELOPEMENT. SEE DETAIL BELOW FOR REFERENCE.
33. 3'W X 8'H MAN GATE FOR MAINTENANCE ACCESS.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
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.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. 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. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. 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.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
17. PROVIDE PHOTOVOLTAIC PANELS AS REQUIRED BY APPLICABLE CODES.

SITE LEGEND

- PAVING. SEE "C" DRWGS.
- STANDARD PARKING STALL (9' X 18')
- ACCESSIBLE PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- VAN ACCESSIBLE PARKING STALL (12' X 18') W/ 5' ACCESSIBLE AISLE
- STANDARD ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 9'X18' +5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 12'X18'+5' W/ ACCESSIBLE AISLE
- STANDARD EVCS SIZE, 9'X18'
- EV CAPABLE SPACE WITHOUT EVSE SIZE 9'X18'
- LANDSCAPED AREA
- 26' WIDE FIRE LANE
- TRAIL
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL 4' MIN. WIDE, 1:20 MAX. SLOPE & 2% MAX. CROSS SLOPE EXCEPT FOR PARKING ACCESS AISLES AND DOOR LANDINGS WHERE THE MAX SLOPE IS 2% IN ALL DIRECTIONS AND UNLESS NOTED OTHERWISE.
- LIGHTING FIXTURE
- EV CHARGER
- EV CHARGER FOR FUTURE

HPA architecture

hpa, inc.
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tel: 949•863•1770
fax: 949•863•0851
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13116 Imperial Highway
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Project:

Perris North

SEC of Tobacco and Placentia
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Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: OVERALL SITE PLAN

Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A1.1

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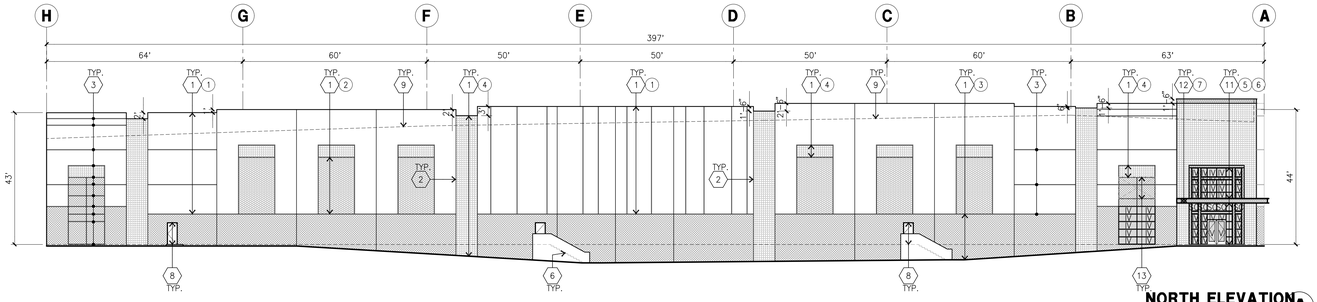
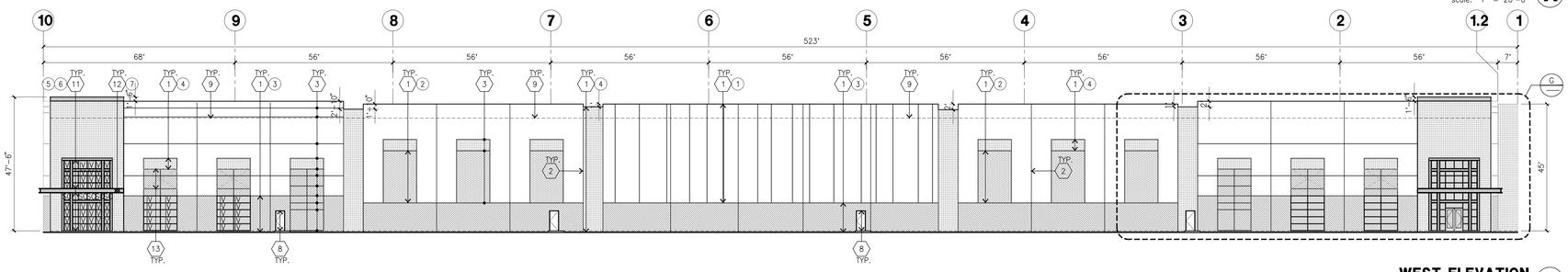
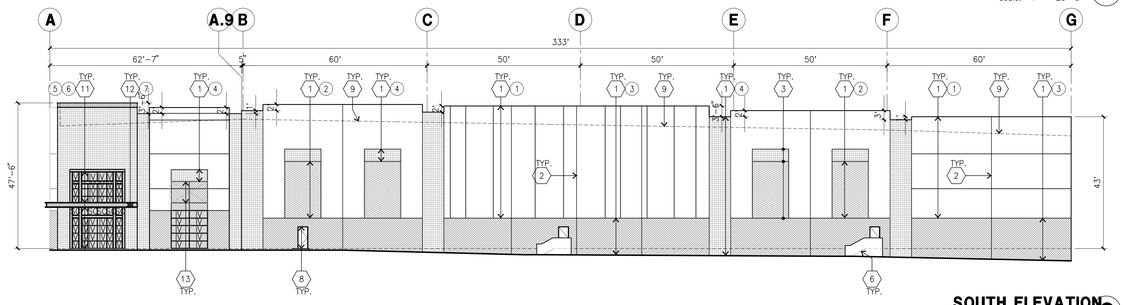


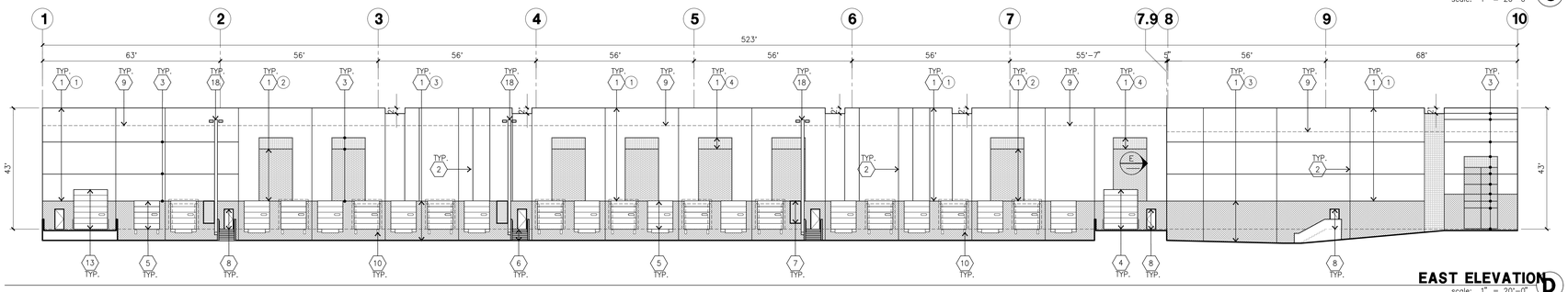
NORTH ELEVATION A
scale: 1" = 20'-0"



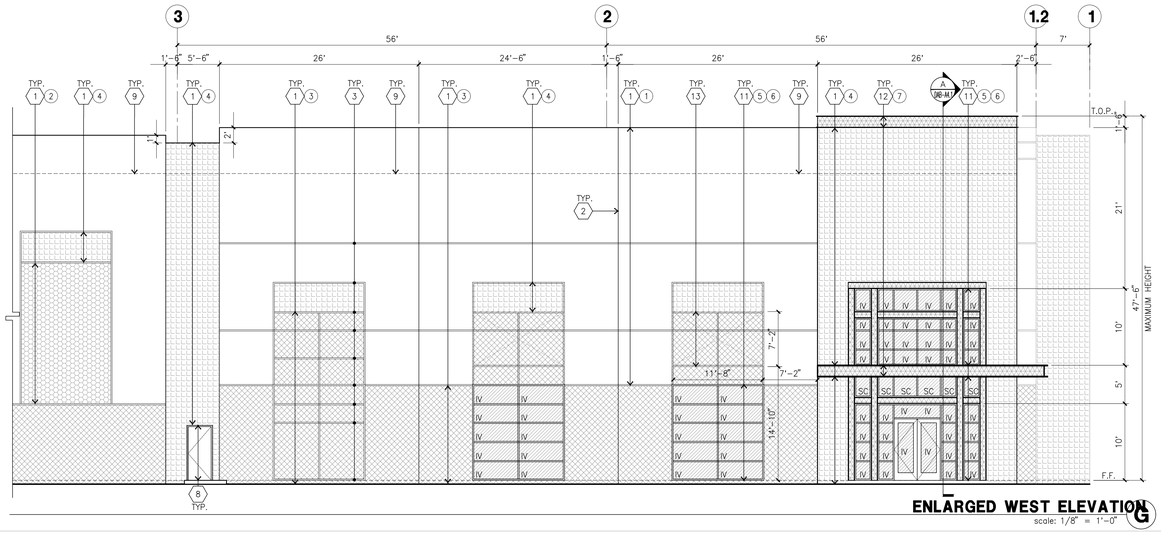
WEST ELEVATION B
scale: 1" = 20'-0"



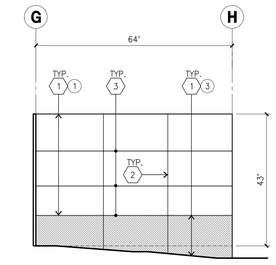
SOUTH ELEVATION C
scale: 1" = 20'-0"



EAST ELEVATION D
scale: 1" = 20'-0"



ENLARGED WEST ELEVATION G
scale: 1/8" = 1'-0"



NORTHEAST ELEVATION E
scale: 1" = 20'-0"

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
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. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
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. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
9. ROOF LINE BEYOND.
10. DOCK DOOR BUMPER TYPICAL.
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.
12. METAL CANOPY.
13. KNOCK-OUT PANEL.
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
15. CONC. FILLED GUARD POST. 6" DIA. U.N.O., 42"H.
16. EXTERIOR LIGHTING FIXTURE.
17. APPROXIMATE LOCATION OF ADDRESS ON WALL.
18. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST — MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR.

ELEVATION COLOR LEGEND/SCHED.

1. PAINT. COLOR : SW 6070 HERON PLUME (259-C1)
2. PAINT. COLOR : SW 7051 ANALYTICAL GRAY (246-C2)
3. PAINT. COLOR : SW 7640 FAWN BRINDLE (247-C5)
4. PAINT. COLOR : SW 7075 WEB GRAY (235-C6)
5. MULLIONS COLOR : BLACK MULLION
6. GLAZING COLOR : BLUE GLAZING
7. METAL CANOPY: BLACK I-BEAM

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV — INSULATED VISION GLASS

SC — SPANDREL GLASS WITH CONCRETE BEHIND

V — SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" **VISTACOOL PACIFICA** + 1/4" **SOLARBAN 60** CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: **0.27** SHGC: **0.21** VLT: **26%**
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" **VISTACOOL PACIFICA** WITH **HARMONY BLUE** OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" **VISTACOOL PACIFICA**

MULLIONS : **BLACK ANODIZED.**

CASE: PPT230048
EXHIBIT: B-Elevations
DATE: 6/25/2025
PLANNER: KMason
☐ Meeting ☐ Comment Agenda ☑ Final

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Consultants:

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Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: ELEVATIONS

Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:

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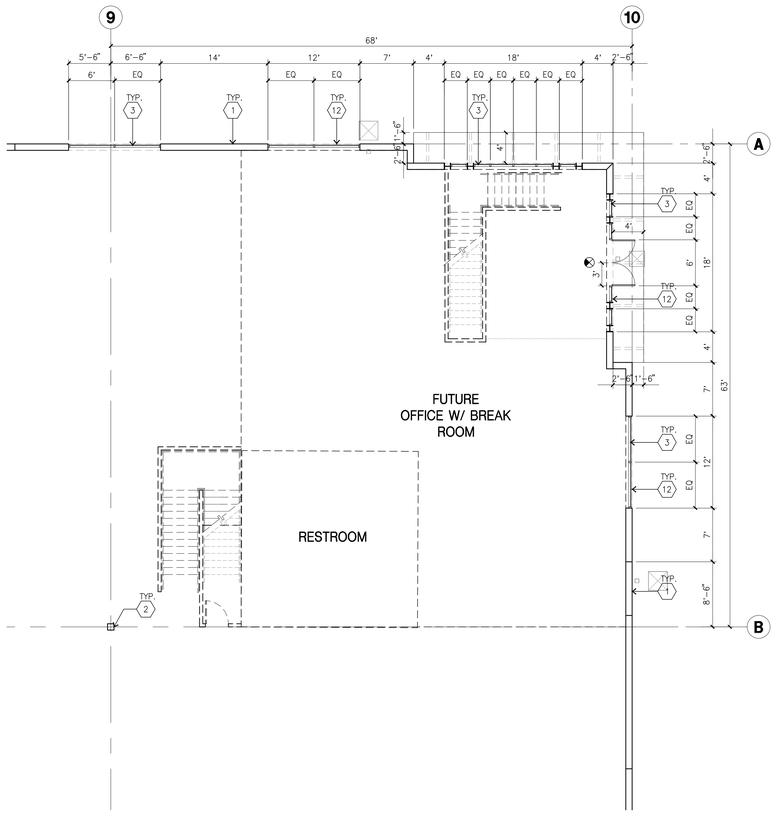
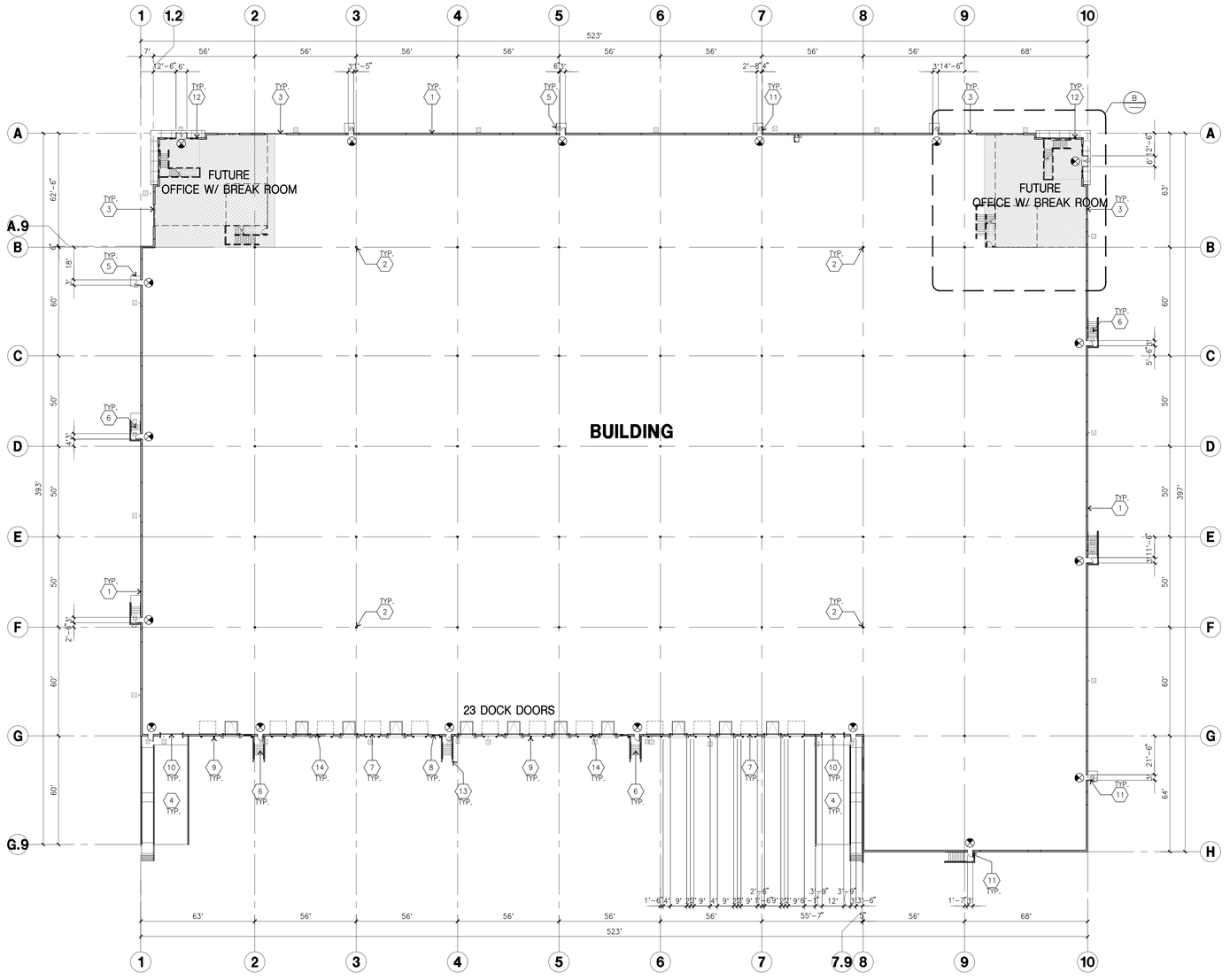
CASE: PPT230048
EXHIBIT: C-Floor Plans
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final



ENLARGED FLOOR PLAN B
scale: 1/8" = 1'-0"
SCALE: 1/8" = 1'-0"
0 8' 16' 24'
TRUE NORTH



OVERALL FLOOR PLAN A
scale: 1"=30'-0"
SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

FLOOR PLAN KEYNOTES

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.
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL.
7. 9' X 10' TRUCK DOOR, SECTIONAL O'H., STANDARD GRADE.
8. 4' X 8' LOUVERED OPENING FOR VENTILATION.
9. DOCK DOOR BUMPER TYPICAL.
10. 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
12. SOFFIT LINE ABOVE
13. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
14. Z GUARD
15. EXTERIOR LIGHTING FIXTURE.

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. 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. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
E. 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.
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS.
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
M. 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.
N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT.

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB:
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 FF50 FL35 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

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:
THRIFTY OIL CO.
13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:
Perris North
SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: OVERALL FLOOR PLAN

Project Number: 22484
Drawn by: JK
Date:
Revision:
DAC 5TH SUBMITTAL 01/13/25

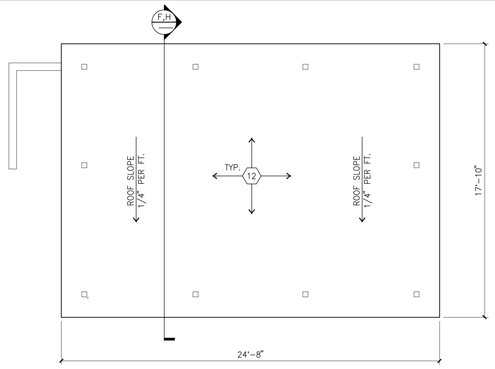
Sheet:
DAB-A2.1

CASE: PPT230048
EXHIBIT: D-Details
DATE: 6/25/25
PLANNER: KMason

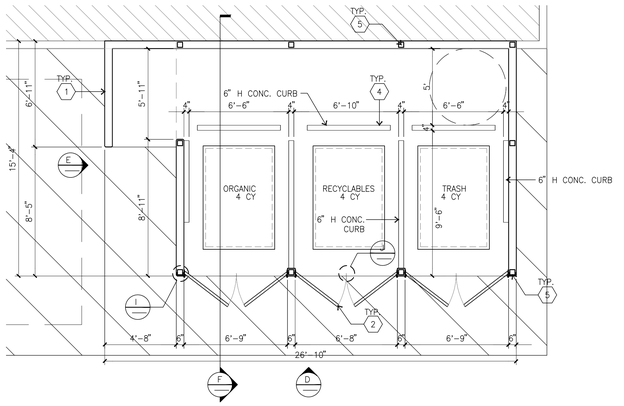
☐ Meeting ☐ Comment Agenda ☑ Final

KEYNOTES - TRASH ENCLOSURE

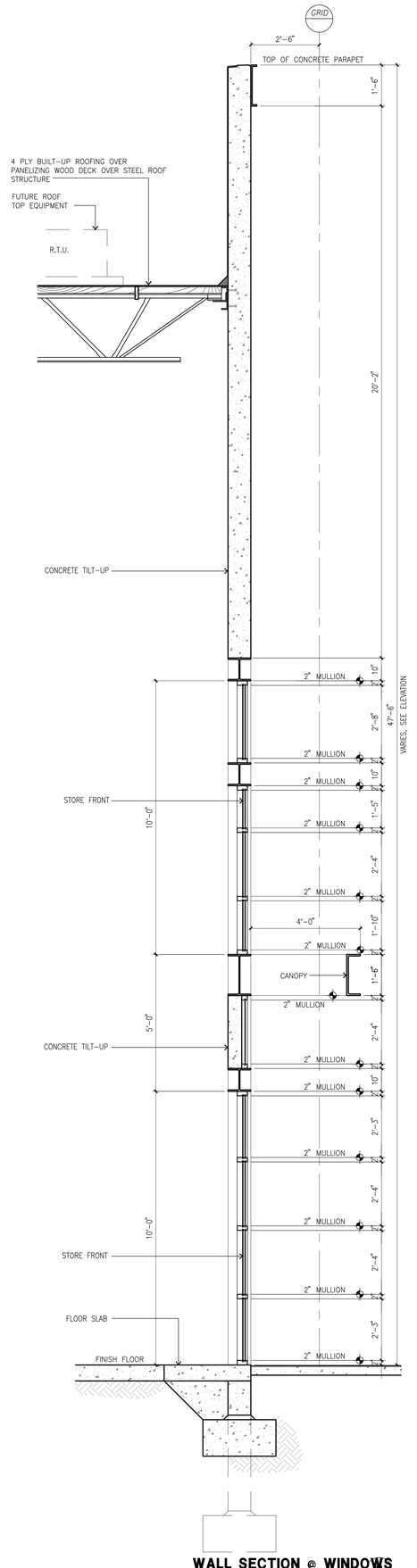
1. CONCRETE TILT-UP WALL. EXTERIOR COLOR AND FINISH TO MATCH BUILDING
2. DOUBLE SWING METAL GATES.
3. NOT USED.
4. 4"W X 6"H WHEEL STOPS WITH 1" BEVEL TOP CUTS, SHALL BE FROM RECYCLED MATERIALS. SECURED TO SLAB W/ 1/2" DIA. ANCHOR BLOTS @ 36" O.C. MIN. TYPICAL
5. STEEL TUBE FRAME PER "S" DRAWINGS.
6. 18 GA. X 1 1/2" DEEP G.I. STEEL DECKING WELDED TO STEEL FRAME AND 1 1/2" X 1 1/2" X 1/4" STEEL ANGLE CROSS BRACE.
7. FINISH SURFACE.
8. STEEL CANE BOLT W/ SLEEVE, LOCATED ON OUTSIDE OF ONE GATE. (TYPICAL EA. SIDE)
9. HEAVY DUTY STEEL HINGE. (TYPICAL EA. GATE)
10. HEAVY DUTY SLIDE BOLT. (TYPICAL EA. GATE)
11. METAL FASCIA
12. STANDING SEAM METAL ROOF
13. GUTTER



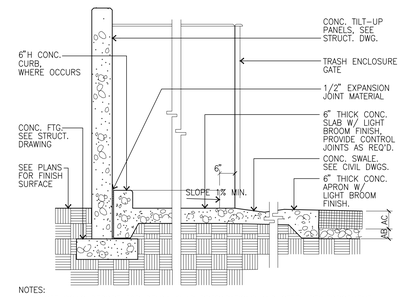
TRASH ENCLOSURE ROOF PLAN C
scale: 1/4"=1'-0"
SCALE: 1/4" = 1'-0" (0, 4', 8', 12')
TRUE NORTH



TRASH ENCLOSURE PLAN B
scale: 1/4"=1'-0"
SCALE: 1/4" = 1'-0" (0, 4', 8', 12')
TRUE NORTH

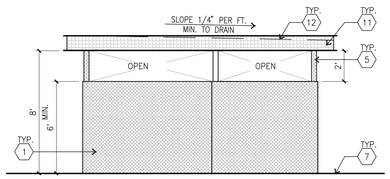


WALL SECTION @ WINDOWS A
scale: 1/2"=1'-0"

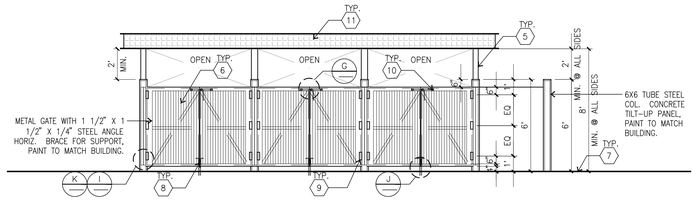


NOTES:
1. SEE SOILS REPORT FOR BELOW SLAB PREPARATIONS AND STEEL REINFORCEMENT RECOMMENDATIONS.

TRASH ENCLOSURE SECTION F
scale: 1/4"=1'-0"



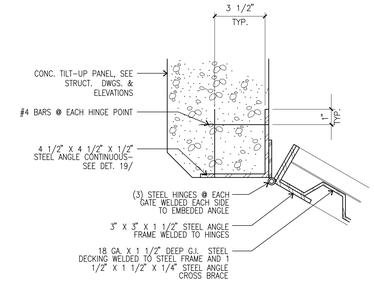
TRASH ENCLOSURE SIDE ELEVATION E
scale: 1/4"=1'-0"



TRASH ENCLOSURE GATE ELEVATION D
scale: 1/4"=1'-0"

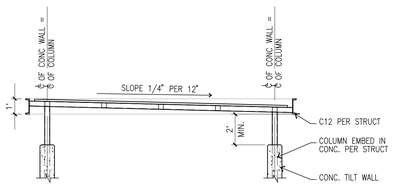
ELEVATION COLOR LEGEND/SCHED.

1. PAINT. COLOR : SW 7640 FAWN BRINDLE (247-C5)
2. PAINT. COLOR : SW 7075 WEB GRAY (235-C6)

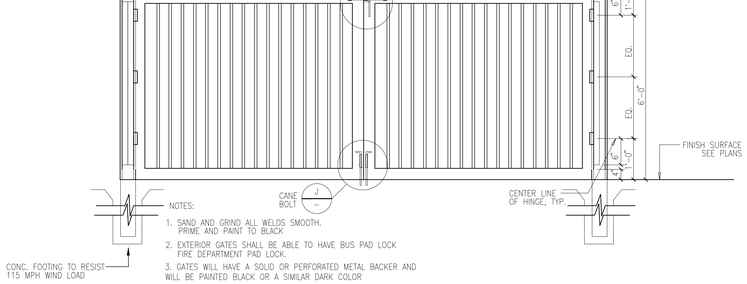


NOTES:
1. PAINT ALL METAL TO MATCH ENCLOSURE PER SPECIFICATIONS. UNLESS OTHERWISE NOTED ON ELEVATIONS

TRASH ENCLOSURE GATE AND HINGE I
scale: 3" = 1'-0"

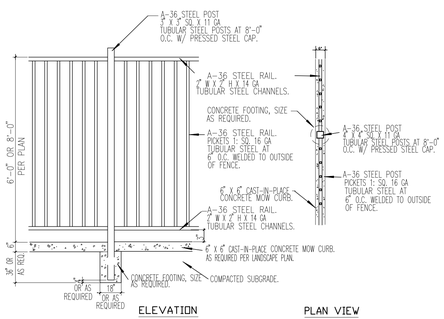


TRASH ENCLOSURE CANOPY DETAIL H
scale: 1/4"=1'-0"



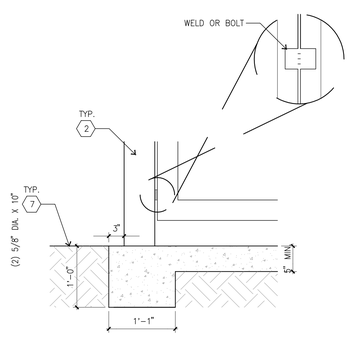
NOTES:
1. SAND AND GRIND ALL WELDS SMOOTH. PRIME AND PAINT TO BLACK
2. EXTERIOR GATES SHALL BE ABLE TO HAVE BUS PAD LOCK FIRE DEPARTMENT PAD LOCK.
3. GATES WILL HAVE A SOLID OR PERFORATED METAL BACKER AND WILL BE PAINTED BLACK OR A SIMILAR DARK COLOR

METAL SWING GATE G
scale: 1/2"=1'-0"

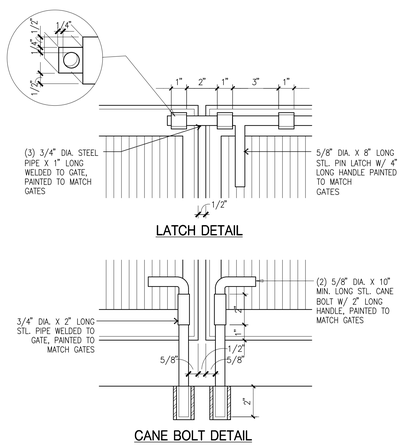


NOTES:
1. ALL TERMINAL POSTS TO BE 3"W X 3"D X 11GA STEEL TUBES W/ PRESSED STEEL CAP.
2. ALL FENCE COMPONENTS TO BE PRIMED AND POWDER COATED TO MATCH BLDG.
3. CONCRETE MOW CURB IS REQUIRED WHEN FENCE IS ADJACENT TO TURF AREAS ONLY. ALL OTHER PLANTER AREAS ADJACENT TO FENCE WILL NOT HAVE MOW CURB.
4. SAND AND GRIND ALL WELDS SMOOTH.

METAL FENCE L
scale: N.T.S



WALL FOOTING K
scale: N.T.S



TRASH ENCLOSURE GATE LATCHES J
scale: 3" = 1'-0"

LEGEND

- BROWN = BUILDING & SAFETY GRADING DIVISION COMMENTS
- PURPLE = PLANNING DEPARTMENT COMMENTS
- GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
- LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
- BLUE = FLOOD CONTROL DISTRICT COMMENTS
- LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
- RED = FIRE DEPARTMENT COMMENTS
- YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
- LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
- ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS

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HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

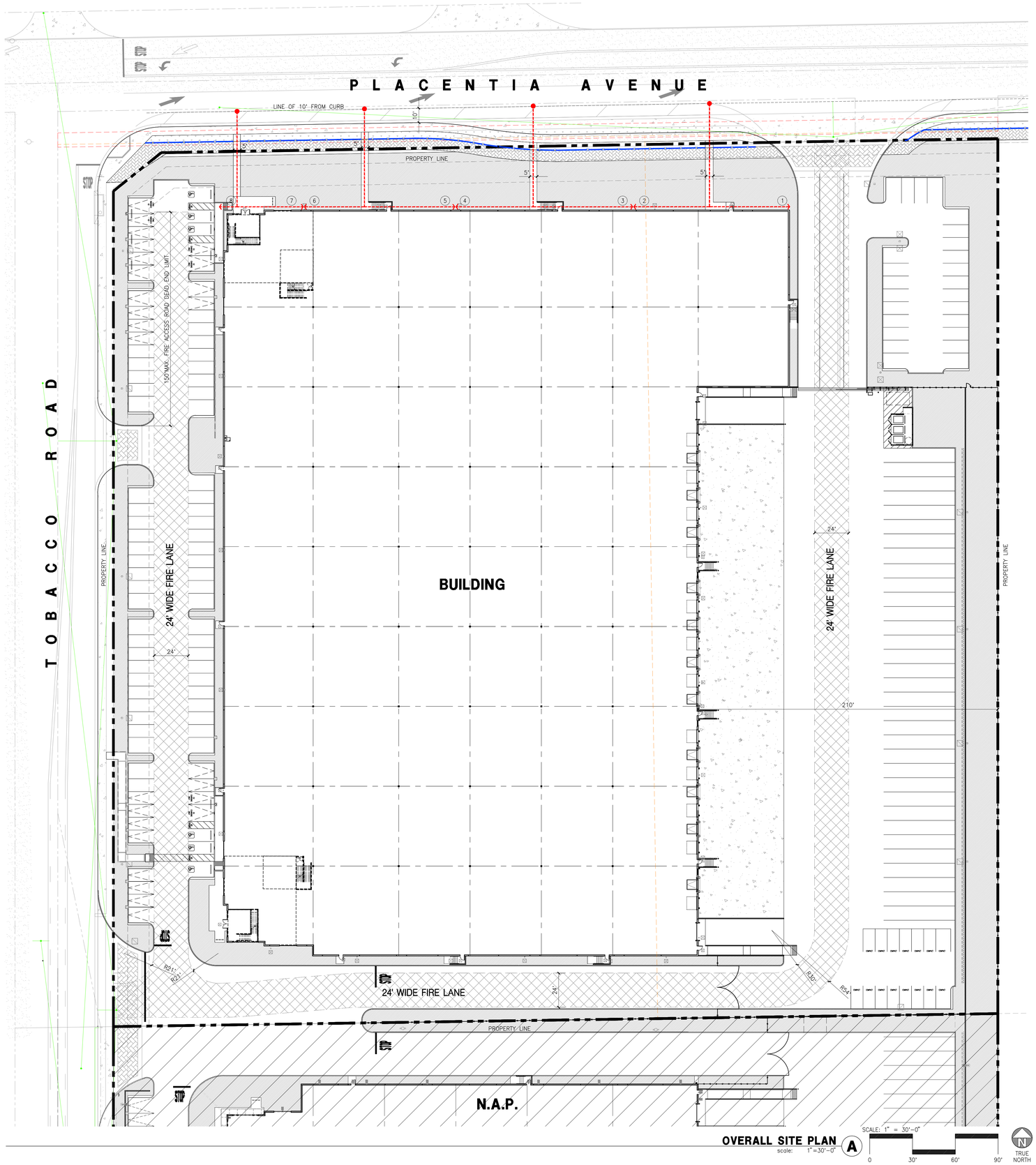
Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title:	DETAILS
Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A4.2



OVERALL SITE PLAN A
scale: 1"=30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

FIRE HOSE PULL LENGTH

1	129'
2	126'
3	140'
4	126'
5	132'
6	110'
7	114'
8	79'

XX SEGMENT ID

ONE HOSE PULL SEGMENT

TRAIL FENCE

CASE: PPT230048
EXHIBIT: F-Fire Access
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
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Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: FIRE ACCESS PLAN

Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A1.1A

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PLACENTIA AVENUE

APN: 317-240-001
OWNER: CHANDLERS SUB REVISED

APN: 317-240-021
OWNER: CHANDLERS SUB REVISED

16+63.70
1553.21 FS
℄ PER IP 200047

1/2-STREET IMPROVEMENTS
WIDEN 17' W/6" C&G PER
RECORD STD. 94 (15' EX.)
AC PER IP200047 SPP DELTA 3

JOIN EX. 36" RCP LATERAL H-10.1
PER RCFCD & WCD PLAN DWG.
NO. 4-1173 & INSTALL NEW SDMH NO. 2

3' TRAIL EASEMENT

LIMIT OF TRAIL EASEMENT

UNDER SIDEWALK DRAIN 3" MIN.

INFILTRATION BASIN

24" CMP RISER

18" RCP S.D.

6" RCP S.D.

24" RCP S.D.

9 RISERS @ 0.49'=4.48'

13 RISERS @ 0.49'=6.38'

12 RISERS @ 0.48'=5.78'

5 RISERS @ 0.47'=2.75'

3 RISERS @ 0.44'=1.32'

OFFICE

8.0% RAMP

3.0% RAMP

ADA P.O.T.

PROP. RETAINING WALL
HEIGHT VARIES 4' MAX. TO 6" MIN.

PROP. RETAINING WALL
HEIGHT VARIES 4' MAX. TO 6" MIN.

APN:317-260-017

FF=50.50 TO 48.55
PAD=49.75 TO 47.80
S=0.50%
SLOPING FF/PAD

APN:317-260-018

APN: 317-260-034
OWNER: CITY OF RIVERSIDE
PERRIS-COUNTY PARCEL

APN: 317-260-004
OWNER: SERRANO SILVANO

APN: 317-260-005
OWNER: OAKS AND SAWERS SUB

APN: 317-260-016
OWNER: THRIFTY OIL COMPANIES
PERRIS -SOUTH PARCEL

TOBACCO ROAD

EX. EDGE OF PAVEMENT
EX. FENCE
PROP. AC DIKE
EX. P.P. TO BE UNDERGROUNDED
PROP. CATCH BASIN
EX. R/W
EX. EDGE OF PAVEMENT
EX. FENCE
EX. P.P. TO BE UNDERGROUNDED
PROP. AC DWY
EX. P.P. TO BE UNDERGROUNDED
EX. STREET IMPROVEMENTS PLUS 18' OF AC WIDENING PER PPT 220047
PROP. AC DWY
EX. R/W

PLOT PLAN :
COUNTY OF RIVERSIDE
CASE NO: 230048

SECTION A-A
NTS

PROP. TRUCK YARD PARKING
2-FT. BENCH
23'±
PROP. 6" C&G
PROP. 12' HIGH PERIMETER CONC. TILT UP WALL 5' MIN. TO DAYLIGHT
PROP. RIP RAP & GALVANIZED SCUPPER SLEEVE*
PROP. FILL SLOPE
PROP. CMU WALL & W.I. FENCE*
*SEE WELLNESS CENTER (IP240026) FOR IMPROVEMENTS ALONG EASTERN ℄
F.M.#0541-001-2596-1

SECTION B-B
NTS

W'LY R/W
C.L. TOBACCO RD.
E'LY R/W
26'
33'
15'
24'
9'
3'
7'
6'
5'
EXISTING AC PAVING
PROP. REDWOOD HEADER 2.0%
PROP. TOBACCO RD. STREET IMPROVEMENTS 2.0%
S/W 1.5%
L.A.
INTERIM CONDITION 8' GRADED SHOULDER & SWALE
PROP. 3:1 MAX.

SECTION C-C
NTS

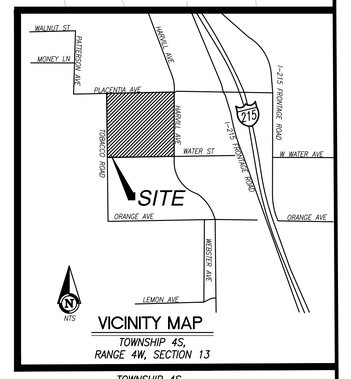
S'LY R/W
N'LY R/W
38.50' to 44.50' BLDG. LNDSCP SETBACK
53'
50'
EX. ½ ST. R/W
MODIFIED COR STD 405
21'
32'
32'
18'
3' BUFFER
8'
DG TRAIL
5'
LNDSCP
6'
S/W
PROP. C/G
PCC HEADER
PROP. SPLIT RAIL PVC FENCE
PLACENTIA AVE

EXCEPTIONS: APN 317-260-017

1. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION
PURPOSE: POLE LINES, CONDUITS OR UNDERGROUND FACILITIES
RECORDING DATE: NOVEMBER 24, 1944
RECORDING NO: IN BOOK 648, PAGE 500 OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN (NOTE: EASEMENT WIDTH NOT SPECIFIED IN SAID DOCUMENT, RECOMMEND CHECK WITH TITLE COMPANY FOR EASEMENT TO BE QUITCLAIMED OR REMOVED : WILLIAM BROOKS)
4. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: POLE LINES, CONDUITS OR UNDERGROUND FACILITIES
RECORDING DATE: SEPTEMBER 18, 1961
RECORDING NO: AS INSTRUMENT NO. 79974 OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN (NOTE: WITHIN ULTIMATE 50' R/W DEDICATION OF PLACENTIA AVE.) WILLIAM BROOKS

UTILITY PURVEYORS

WATER:	EASTERN MUNICIPAL WATER DISTRICT
SEWER:	EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
CABLE:	CHARTER
TELE:	FRONTIER
WATSE:	WASTE MANAGEMENT



VICINITY MAP
TOWNSHIP 4S,
RANGE 4W, SECTION 13

TOWNSHIP 4S,
RANGE 4W, SECTION 13

APPROXIMATE GROSS LAND AREA:	APPROXIMATE NET LAND AREA:
APN: 317-260-017-9.19 AC APN: 317-260-018-0.429 AC	APN: 317-260-017-8.27 AC APN: 317-260-018-0.406 AC

DEDICATION DATA

PARCEL	GROSS ACREAGE	DEDICATED ACREAGE	NET ACREAGE
017	9.19 ACRES	0.92 ACRES	8.27 ACRES
018	0.429 ACRES	0.023 ACRES	0.406 ACRES
TOTAL GROSS ACREAGE = 9.61		TOTAL DEDICATION ACREAGE = 0.943	TOTAL NET ACREAGE = 8.68

TOTAL OFFSITE STREET IMPROVEMENTS (IMPACT AREA) = 0.433 ACRES

LEGEND

- PROPOSED ASPHALT CONCRETE & BASE (STREET WIDENING)
- EX. ASPHALT CONCRETE & BASE (PER PPT220047)
- PROPOSED PCC SIDEWALK / CURB & GUTTER
- EXISTING D.G. MULTIPURPOSE TRAIL
- EXISTING LANDSCAPE BUFFER
- PROPOSED LANDSCAPING
- EX. ASPHALT CONCRETE

CB	CATCH BASIN	-S-	SEWER
FH	FIRE HYDRANT	-OH-	OVERHEAD ELECTRICAL
SMH	SEWER MANHOLE	-W-	WATER
SDMH	STORM DRAIN MANHOLE	590	EXISTING GROUND CONTOUR
WV	WATER VALVE		CENTERLINE
	EXISTING TREE		R/W LINE
-X-	CHAINLINK FENCE		BOUNDARY
-COM-	COMMUNICATIONS		RETAINING WALL

ABBREVIATIONS

AC	ASPHALT CONCRETE	N	NORTH
℄	CENTERLINE	OH-C	OVERHEAD CONDUIT
C&G	CURB & GUTTER	PCC	PORTLAND CEMENT CONCRETE
COMM.	COMMUNICATION	℘	PROPERTY LINE
CONC.	CONCRETE	PROP.	PROPOSED
DIA.	DIAMETER	R	RANGE
DWG.	DRAWING	RCFC&WCD	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
E	EAST	R.W.	RETAINING WALL
EXIST.	EXISTING	R/W	RIGHT-OF-WAY
F.F.	FINISHED FLOOR	S	SOUTH
F.G.	FINISHED GRADE	SCE	SOUTHERN CALIFORNIA EDISON
F.H.	FIRE HYDRANT	SD	STORM DRAIN
F.L.	FLOW LINE	SS	SANITARY SEWER
F.S.	FINISHED SURFACE	FW	FIRE WATER
G.B.	GRADE BREAK	T	TOWNSHIP
G.N.V.	GROUND NOT VISIBLE	TC	TOP OF CURB
H	HEIGHT	T.O.C.	THRIFTY OIL COMPANY
L.A.	LANDSCAPE AREA/LANDSCAPE ARCH.	TE	TRASH ENCLOSURE

EARTHWORK QUANTITIES
CUT = 3,500 CU. YD.
FILL = 65,525 CU. YD.
NET RAW IMPORT = 62,025 CU. YD.

SCALE 1" = 30'

CASE: PPT230048
EXHIBIT: G-Grading
DATE: 6/25/2025
PLANNER: KMason
☐ Meeting ☐ Comment Agenda ☑ Final

DAC 5TH SUBMITTAL: PPT 230048

PREPARED BY:
Armstrong & Brooks Consulting Engineers, Inc.
Civil Engineering · Water Resources · Surveying
1350 E. Chase Drive. Corona, CA 92881
Mail: P.O. Box 78088, Corona, CA 92887
Ph. (951) 372-8400, Fax (951) 372-8430

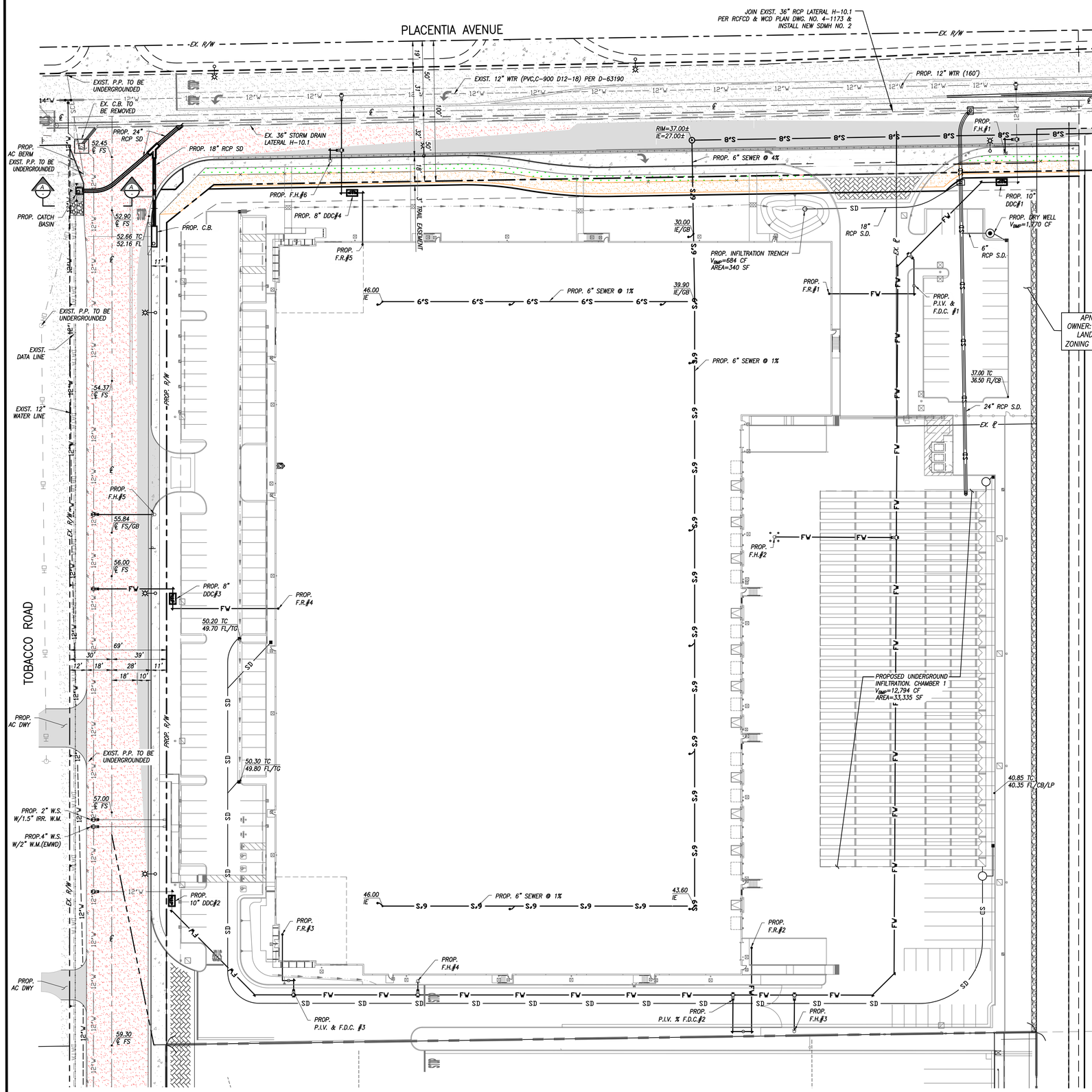
REGISTERED PROFESSIONAL ENGINEER
WILLIAM D. BROOKS
No.C53114
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

THE ORDEN COMPANY - PERRIS NORTH SITE
CONCEPTUAL GRADING PLAN
INDUSTRIAL BLDG. SCHEME 10
APN'S 317-260-017 AND 317-260-018

SHEET 1 OF 4

G:\ORDEN\PERRIS NORTH\CAD\GP\317-GDP-01 SCHEME 10.DWG 5/1/25

PLOT PLAN : COUNTY OF RIVERSIDE CASE NO: 230048



UTILITY PURVEYORS

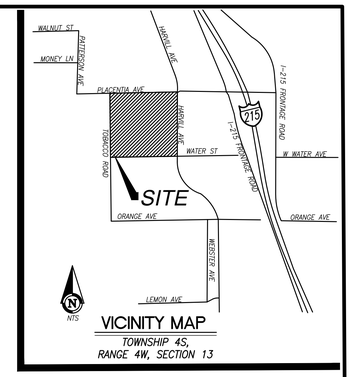
WATER:	EASTERN MUNICIPAL WATER DISTRICT
SEWER:	EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
CABLE:	CHARTER
TELE:	FRONTIER
WATSE:	WASTE MANAGEMENT

FIRE FLOW DEMAND
4,000 GPM FOR 4 HOURS (ESTIMATE)

DOMESTIC WATER DEMAND
102 GPM PEAK EST.

IRRIGATION DEMAND
42 GPM PEAK EST.

SANITARY SEWER
33 GPM PEAK EST.



VICINITY MAP
TOWNSHIP 4S, RANGE 4W, SECTION 13

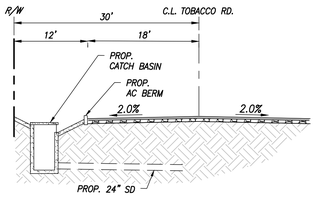
LEGEND

- PROPOSED ASPHALT CONCRETE & BASE (STREET WIDENING)
- EX. ASPHALT CONCRETE & BASE
- PROPOSED PCC SIDEWALK / CURB & GUTTER
- EXISTING D.G. MULTIPUPROSE TRAIL
- EXISTING LANDSCAPE BUFFER
- EX. ASPHALT CONCRETE

CB	CATCH BASIN
FH	FIRE HYDRANT
SMH	SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
WV	WATER VALVE
	EXISTING TREE
-X-	CHAINLINK FENCE
-COM-	COMMUNICATIONS
-S-	SEWER
-OH-	OVERHEAD ELECTRICAL
-W-	WATER
590	EXISTING GROUND CONTOUR
	CENTERLINE
	R/W LINE
	BOUNDARY
	RETAINING WALL

ABBREVIATIONS

AC	ASPHALT CONCRETE	N	NORTH
℄	CENTERLINE	OH-C	OVERHEAD CONDUIT
C&G	CURB & GUTTER	PCC	PORTLAND CEMENT CONCRETE
COMM.	COMMUNICATION	ℙ	PROPERTY LINE
CONC.	CONCRETE	PROP.	PROPOSED
DIA.	DIAMETER	R	RANGE
DWG.	DRAWING	RCFC&WCD	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
E	EAST		
EXIST.	EXISTING	R.W.	RETAINING WALL
F.F.	FINISHED FLOOR	R/W	RIGHT-OF-WAY
F.G.	FINISHED GRADE	S	SOUTH
F.H.	FIRE HYDRANT	SCE	SOUTHERN CALIFORNIA EDISON
F.L.	FLOW LINE	SD	STORM DRAIN
F.S.	FINISHED SURFACE	SS	SANITARY SEWER
FW	FIRE WATER	T	TOWNSHIP
G.B.	GRADE BREAK	TC	TOP OF CURB
G.N.V.	GROUND NOT VISIBLE	T.O.C.	THRIFTY OIL COMPANY
H	HEIGHT	TE	TRASH ENCLOSURE
L.A.	LANDSCAPE AREA/LANDSCAPE ARCH.		



SECTION A-A
NTS

DAC 5TH SUBMITTAL: PPT 230048

SCALE 1" = 30'

PREPARED BY:
Armstrong & Brooks Consulting Engineers, Inc.
Civil Engineering · Water Resources · Surveying
1350 E. Chase Drive. Corona, CA 92881
Mail: P.O. Box 78088, Corona, CA 92887
Ph. (951) 372-8400, Fax (951) 372-8430

REGISTERED PROFESSIONAL ENGINEER — WILLIAM D. BROOKS — Exp. 6/30/25 — CIVIL — STATE OF CALIFORNIA

THE ORDEN COMPANY - PERRIS NORTH SITE
ONSITE COMPOSITE UTILITY PLAN
INDUSTRIAL BLDG. SCHEME 10
APN'S 317-260-017 AND 317-260-018

SHEET 2 OF 4

G:\ENGPROJECTS\ORDEN CO_PERRIS NORTH\CAD\DP2317-DDP-02-COMPOSITE UTILITIES 1.DWG

PLOT PLAN : COUNTY OF RIVERSIDE CASE NO: 230048

PLACENTIA AVENUE

DEDICATED BY OTHERS

PROP. AC BERM

EXIST. P.P. TO BE UNDERGROUNDED

PROP. CATCH BASIN

PROP. 6' S/W

PROP. 6' S/W

PROP. R/W

8' TRAIL W/ 2' BUFFER

6' SIDEWALK BY WELLNESS CENTER & PPT #230047

8' TRAIL W/ 2' BUFFER BY WELLNESS CENTER & PPT #230047

8' MULTIPURPOSE TRAIL W/ 2' BUFFER

PROP. 8" VCP SEWER CONNECTION TO TEMP. CLEANOUT (D-73240)

PROP. R/W

1/2-STREET IMPROVEMENTS WIDEN 17-FEET W. 6-INCH C & G PER RCRD STD. 94 (15-FEET EXIST.) PAVEMENT PER IP200047 SPP DELTA 3

APN: 317-260-018
OWNER: PRIVATE RESIDENCE
LAND USE : RC-VLDR
ZONING : R-R-1, CZ #6312

APN: 317-260-017
OWNER: THRIFTY OIL COMPANY
PERRIS - NORTH PARCEL
LAND USE : RC-VLDR
ZONING : R-R-1, CZ #6312

PROPOSED UNDERGROUND STORM DRAIN CHAMBER

PROP. 8" VCP SEWER PER RUHS WELLNESS CENTER (D-73240)

TRAIL & STREET IMPROVEMENTS BY THE WELLNESS CENTER & PPT#230047

1/2-STREET IMPROVEMENTS PLUS 18' OF AC WIDENING PER RCRD STD. 111

PROP. AC DWY

EXIST. P.P. TO BE UNDERGROUNDED

APN: 317-260-005
OWNER: SERRANO SILVANO
LAND USE : RC-VLDR
ZONING : R-R-1, CZ #6312

PROP. AC DWY

15' DEDICATION FOR TRAIL SYSTEM

PROPOSED STORM DRAIN LATERAL H-10, R.C.F.C. & W.C.D. MDP - (L=1384± L.F.)

APN: 317-260-034
OWNER: COUNTY OF RIVERSIDE
PERRIS-COUNTY PARCEL
LAND USE : BP
ZONING : M-SC

TOBACCO ROAD

HARVILL AVENUE

APN: 317-260-014
OWNER: ESQUIRE JEAN PIERRE
LAND USE : RC-VLDR
ZONING : A-1-1, CZ #6312

APN: 317-260-016
OWNER: THRIFTY OIL COMPANY
PERRIS -SOUTH PARCEL
LAND USE : BP
ZONING : I-P, CZ NUMBER 5676

PPT#220047

PROPOSED UNDERGROUND STORM DRAIN CHAMBER

APN: 317-260-015
OWNER: THRIFTY OIL COMPANY
PERRIS-SOUTH PARCEL (VACATED R/W)
LAND USE : BP
ZONING : I-P, CZ NUMBER 5676

TRAIL & STREET IMPROVEMENTS BY THE WELLNESS CENTER & PPT#230047

PROP. 6' S/W

PROPOSED 36" STORM DRAIN (L=665± L.F.) R.C.D.F.C. & W.C.D. LATERAL H-10 MDP SD)

PROPOSED 8" SEWER LINE (L=1245± L.F.) TO HARVILL AVE. TIE-IN (EMWD SEWER)

PROP. 6' S/W

℄ TOBACCO ROAD ESTABLISHED AT RECORD ANGLE TO WATER ROAD PER R1

EMERGENCY PCC DROP INLET PER RCFC/WCD STD. CB110

PROPOSED CONCRETE DROP INLET PER RCFC/WCD STD. CB110 W=12', A=4', V =7', H=1.5' (SEE SECTION ON SHEET 3) Q100=134.4 CFS, Q10=88.0 CFS OFF-SITE DRAINAGE STUDY TO BE SUBMITTED FOR REVIEW

GRADED RIP-RAP LINED SWALE UPSTREAM OF DROP INLETS PER RIV. COUNTY STD. NO. 314

1/2-STREET IMPROVEMENTS PLUS 18' OF AC WIDENING PER RCRD STD. 111

WATER STREET

JOIN EXIST. 36" RCP MANHOLE STUB-OUT (PER PPT220002) & PROP. STREET IMP. PER PP

PROPOSED 8" VCP SEWER LINE (L=1245±) PER EMWD STDS.

EXIST. 8" VCP SEWER STUB-OUT JOIN LOCATION

APN: 317-270-002
OWNER: SSR INV CO
LAND USE : BP
ZONING : I-P, CZ #7830

APN: 317-270-015
OWNER: BCIF HARVILL BUSINESS CENTER LP
LAND USE : BP
ZONING : M-SC

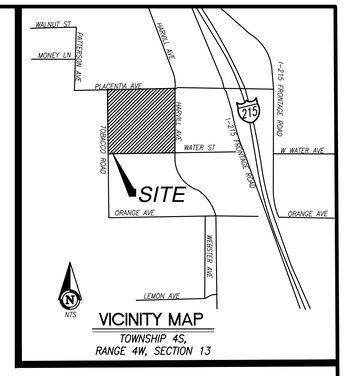
SCALE 1" = 60'

LAND AREA DEDICATION SUMMARY			
PARCEL	GROSS ACREAGE	DEDICATED ACREAGE	NET ACREAGE
017	9.19 ACRES	0.92 ACRES	8.27 ACRES
018	0.429 ACRES	0.023 ACRES	0.406 ACRES
TOTAL GROSS ACREAGE = 9.61		TOTAL DEDICATION ACREAGE = 0.943	TOTAL NET ACREAGE = 8.68

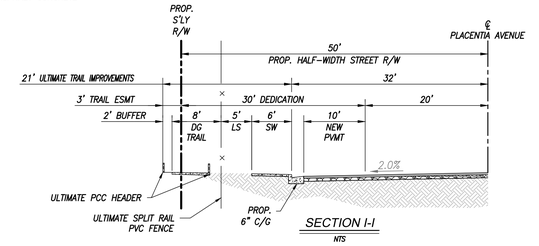
TOTAL OFFSITE STREET IMPROVEMENTS (IMPACT AREA) = 0.433 ACRES

LEGEND

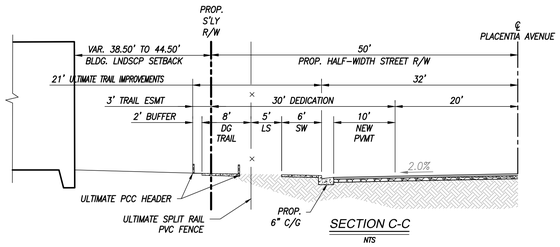
- PROPOSED ASPHALT CONCRETE & BASE (STREET WIDENING)
- EX. ASPHALT CONCRETE & BASE
- PROPOSED PCC SIDEWALK / CURB & GUTTER
- EXISTING D.G. MULTIPURPOSE TRAIL
- EXISTING LANDSCAPE BUFFER
- EX. ASPHALT CONCRETE



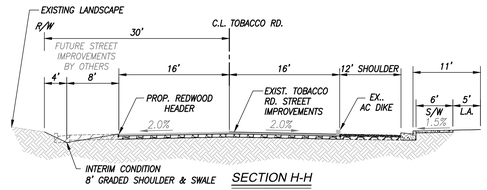
VICINITY MAP
TOWNSHIP 4S, RANGE 4W, SECTION 13



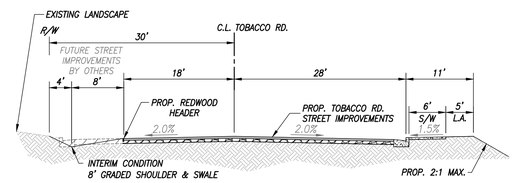
SECTION I-I
NTS



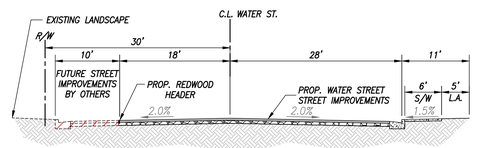
SECTION C-C
NTS



SECTION H-H
NTS



SECTION F-F (IMPROVEMENTS PER PPT 220047)
NTS



SECTION G-G (IMPROVEMENTS PER PPT220047)
NTS

TOBACCO ROAD & PLACENTIA AVENUE IMPROVEMENTS
SEE SHEET NO. 4 FOR TRUCK TURNING MOVEMENTS

SAC 5TH SUBMITTAL: PPT 230048

PREPARED BY:
Armstrong & Brooks Consulting Engineers, Inc.
Civil Engineering · Water Resources · Surveying
1350 E. Chase Drive, Corona, CA 92881
Mail: P.O. Box 78088, Corona, CA 92887
Ph. (951) 372-8400, Fax (951) 372-8430

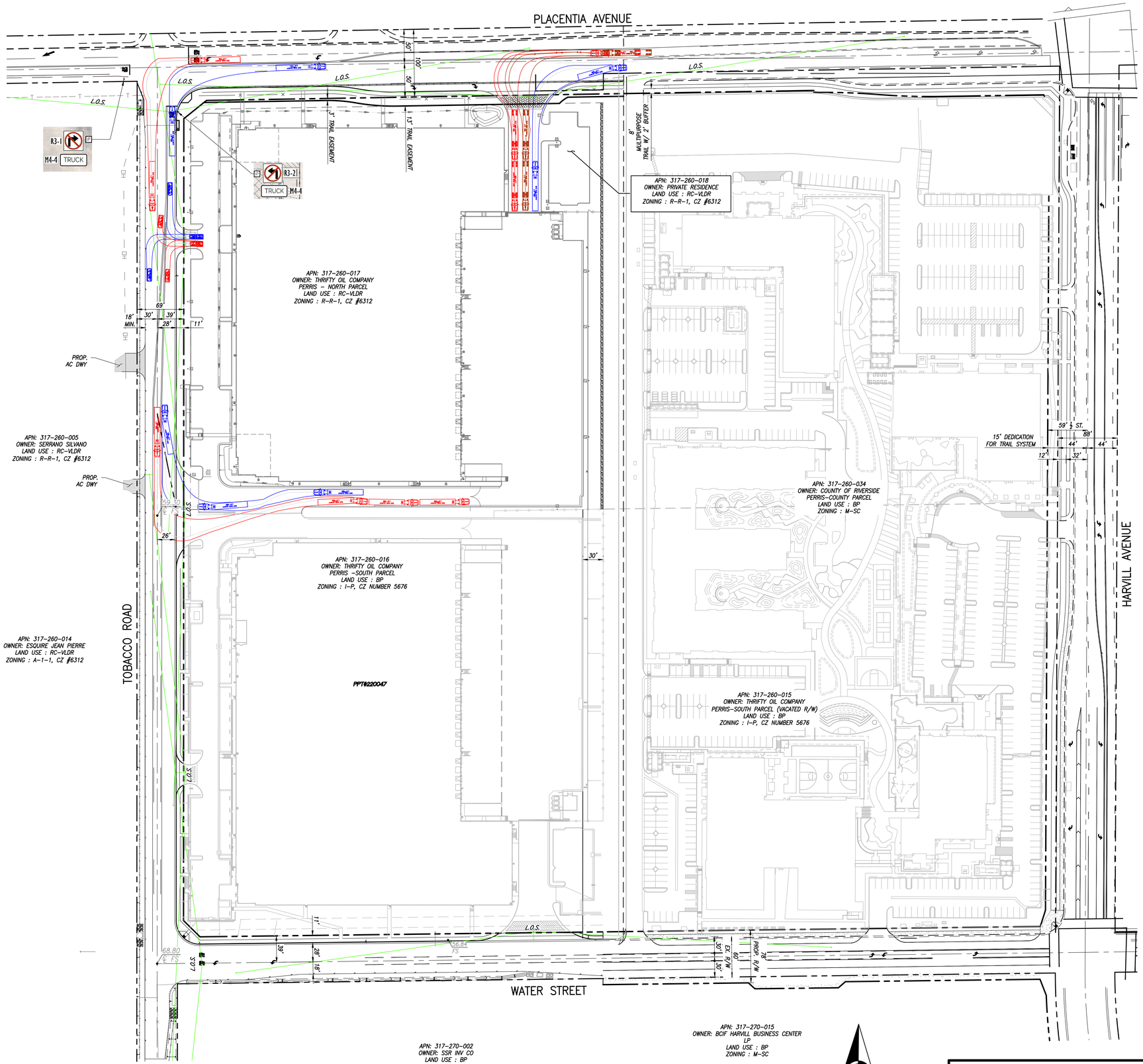
REGISTERED PROFESSIONAL ENGINEER — CLINTON D. BROOKS — No. 56616 — Exp. 6/30/25 — CIVIL — STATE OF CALIFORNIA

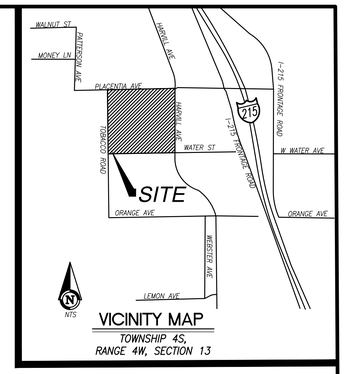
THE ORDEN COMPANY - PERRIS NORTH SITE
OFF-SITE IMPROVEMENT EXHIBIT
INDUSTRIAL BLDG. SCHEME 10
APN'S 317-260-017 AND 317-260-018

SHEET 3 OF 4

\\PROJECTS\ORDEN COMPANY_PERRIS NORTH\CAD\CUP\317-CUP-03-OFFSITE IMPROVEMENTS.DWG 5/1/23

PLOT PLAN : COUNTY OF RIVERSIDE CASE NO: 230048





VICINITY MAP
TOWNSHIP 4S,
RANGE 4W, SECTION 13

SCALE 1" = 60'

DAC 5TH SUBMITTAL: PPT 230048

PREPARED BY:

Armstrong & Brooks Consulting Engineers, Inc.
Civil Engineering · Water Resources · Surveying
1350 E. Chase Drive. Corona, CA 92881
Mail: P.O. Box 78088, Corona, CA 92887
Ph. (951) 372-8400, Fax (951) 372-8430

REGISTERED PROFESSIONAL ENGINEER WILLIAM D. BROOKS No.C53114 Exp. 6/30/25 CIVIL STATE OF CALIFORNIA

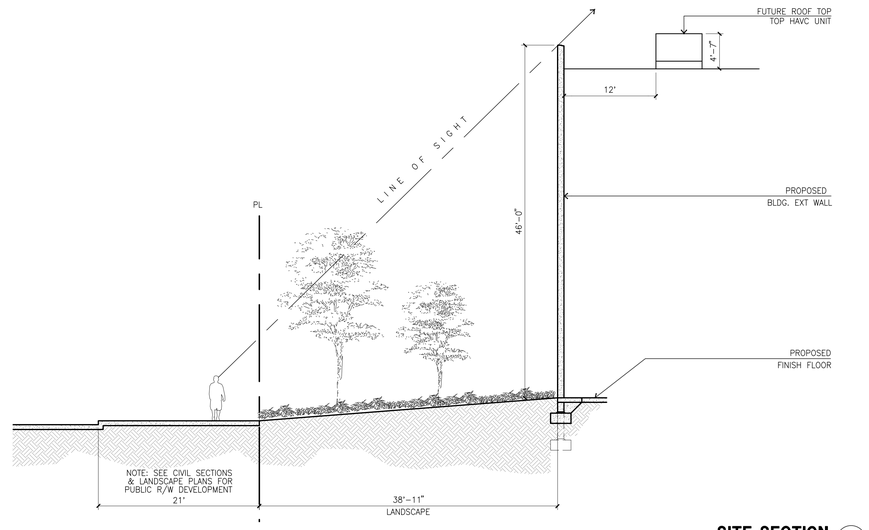
THE ORDEN COMPANY - PERRIS NORTH SITE
OFFSITE TRUCK TURNING MOVEMENTS
INDUSTRIAL BLDG. SCHEME 10
APN'S 317-260-017 AND 317-260-018

SHEET 4 OF 4

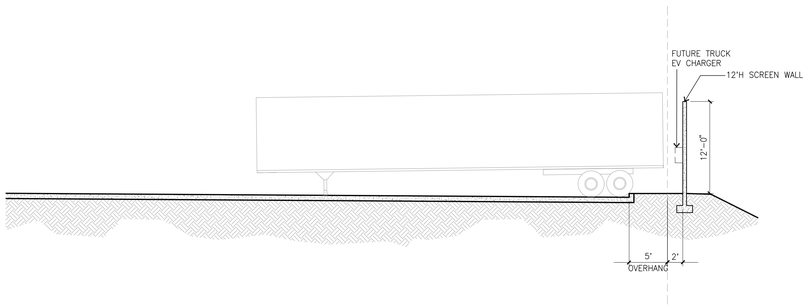
C:\BCROPROJECTS\C_AB_1\13-2177 ORDEN COMPANY_PERRIS NORTH\CAD\CGP\2177-CGP-04-TRUCK TURNING TEMPLATE.DWG 1/31/25

CASE: PPT230048
EXHIBIT: H- Line of Sig
DATE: 6/25/2025
PLANNER: KMason

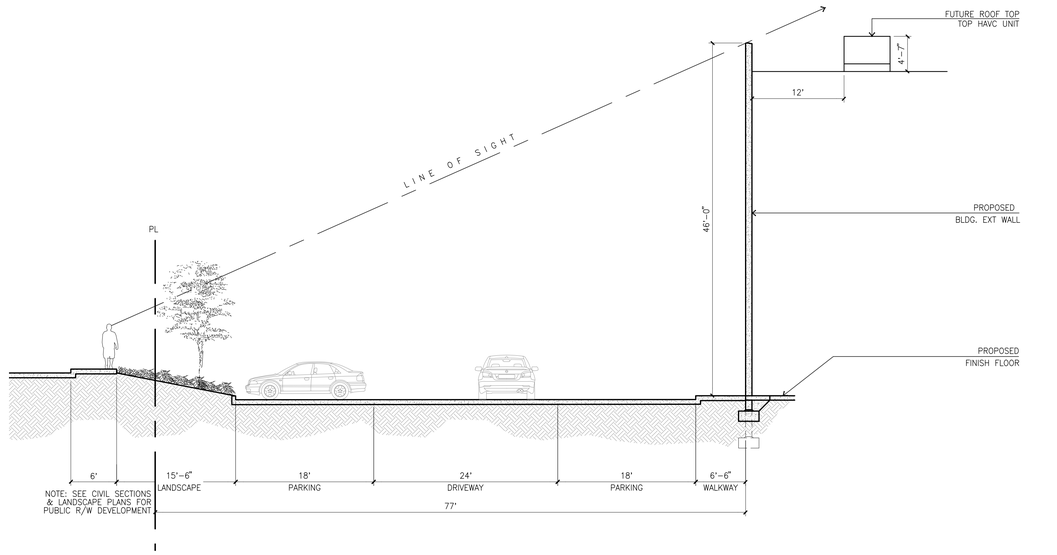
☐ Meeting ☐ Comment Agenda ☑ Final



SITE SECTION A
scale: 1/8" = 1'-0"

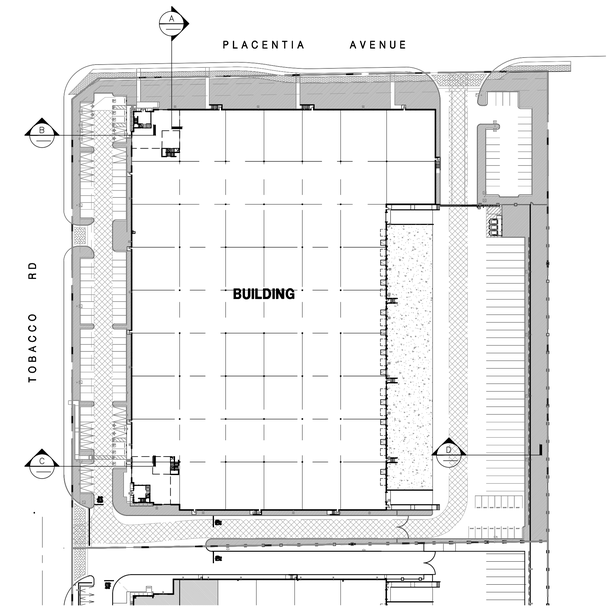


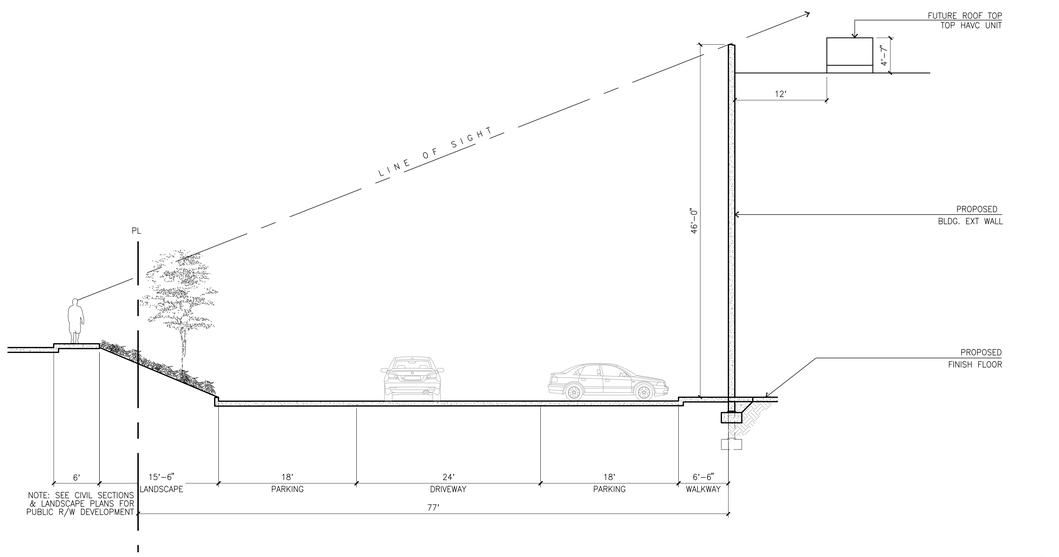
SITE SECTION @ OVERHANG D
scale: 1/8" = 1'-0"



SITE SECTION B
scale: 1/8" = 1'-0"

KEYMAP





SITE SECTION C
scale: 1/8" = 1'-0"

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste.
#100 irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: SITE SECTIONS

Project Number:	22484
Drawn by:	JK
Date:	

Revision:

DAC 5TH SUBMITTAL	01/13/25

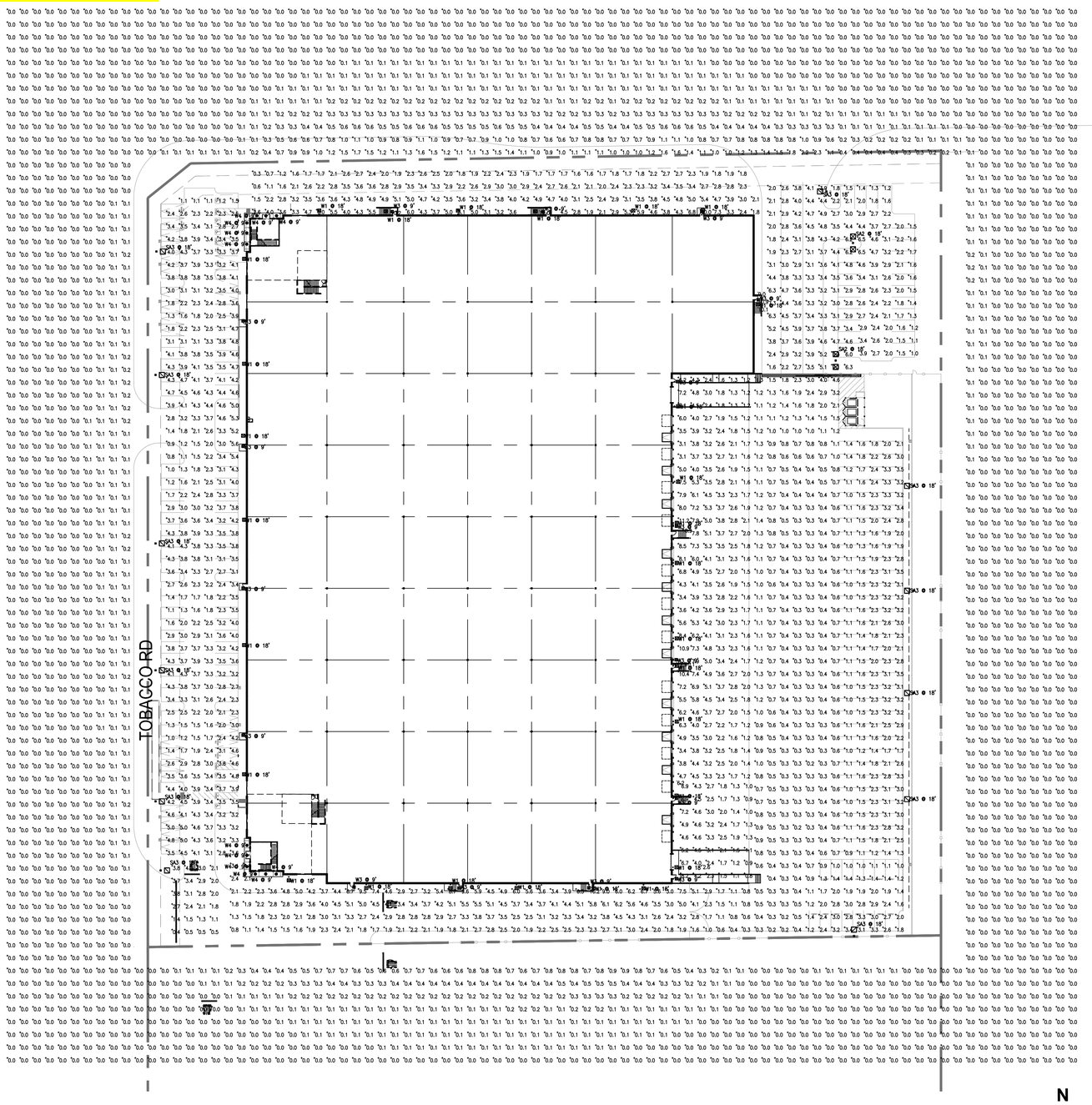
Sheet:

DAB-A4.1

CASE: PPT230048
EXHIBIT: P-Photometric
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final

PLACENTIA AVENUE



ELECTRICAL SITE PHOTOMETRIC PLAN

SCALE: 1"=40'-0"

1

N

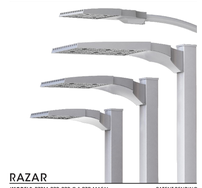
SOLID STATE AREA LIGHTING

RAZAR SERIES-LED

S P E C I F I C A T I O N S

PROJECT NAME:

PROJECT TYPE:



OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance +/- .002") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The electrical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED® OPTICS
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer post and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-refractor inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of > 90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring of (2) 18 AWG conductors for power and control input. (120-277V, 50/60Hz or 347V-480V, 50/60Hz.) 0-10V dimmable driver is standard. Driver has a minimum of 2.5KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

AMBER LED's
PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. **TRA** (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

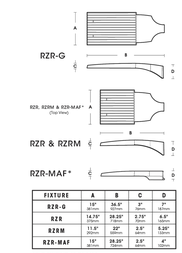
FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

MAST ARM FITTER/ELECTRICAL HOUSING
Replaces standard Electrical Housing. Fits standard 2 3/8" O.D. horizontal tenon. Two (2) straps with two (2) bolts each encircle the lower half of the tenon. Upper half of the tenon rests on self-centering steps that position the angle of the luminaire at 0°, +1.5°, +1.5 or +3° up from the horizontal. All hardware is stainless steel.

RAZAR

(MODELS- RZRM, RZR, RZR-G & RZR-MAF*)

PATENT PENDING



FIXTURE	A	B	C	D
RZR-G	18" (457mm)	36.5" (927mm)	9" (229mm)	7" (178mm)
RZR	14.75" (375mm)	28.25" (718mm)	2.75" (70mm)	6.5" (165mm)
RZRM	11.5" (292mm)	22" (559mm)	2.5" (64mm)	6.25" (159mm)
RZR-MAF	19" (483mm)	28.25" (718mm)	2.5" (64mm)	6" (152mm)

*DLC PENDING AS OF 7/17

2018358

U.S. Architectural Lighting

660 West Avenue O, Palmdale, CA 93551
Phone (661) 263-2000 Fax (661) 263-2001
www.usalfg.com

U.S. ARCHITECTURAL LIGHTING

SOLID STATE AREA LIGHTING

RAZAR WALLMOUNT-LED

S P E C I F I C A T I O N S

PROJECT NAME:

PROJECT TYPE:

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance +/- .003") to facilitate thermal transfer of heat to housing and cooling fins. The Optical Housing bolts to the Electrical Housing forming a unified assembly. The minimum wall thickness is .188".

ELECTRICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly. Minimum wall thickness is .188". Fixture Mounting Plate offsets to mounting surface over a recessed j-box. Electrical Housing anchors on the top edge of the Mounting Plate and stainless steel recessed socket head screws tighten the Electrical Housing to the Mounting Plate from the bottom.

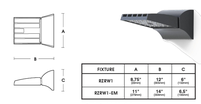
PLED® OPTICAL MODULES
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. The asymmetric distributions, have a micro-refractor inside the refractor which re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce type II, III, and type IV site/area distributions as well as other specialty asymmetric distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of > 90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring of (2) 18 AWG conductors for power and control input. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

AMBER LED's
PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. **TRA** (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

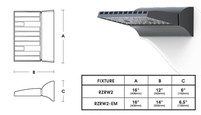
FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.



FIXTURE	A	B	C
RZRW1	8.75" (222mm)	13" (330mm)	6" (152mm)
RZRW1-EM	11" (279mm)	18" (457mm)	8.5" (216mm)

RZR-WM1

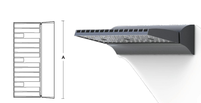
PATENT PENDING



FIXTURE	A	B	C
RZRW2	18" (457mm)	13" (330mm)	6" (152mm)
RZRW2-EM	18" (457mm)	18" (457mm)	8.5" (216mm)

RZR-WM2

PATENT PENDING



FIXTURE	A	B	C
RZRW3	23" (584mm)	13" (330mm)	6" (152mm)
RZRW3-EM	23" (584mm)	18" (457mm)	8.5" (216mm)

RZR-WM3

PATENT PENDING

2019093

U.S. Architectural Lighting

660 West Avenue O, Palmdale, CA 93551
Phone (661) 263-2000 Fax (661) 263-2001
www.usalfg.com

U.S. ARCHITECTURAL LIGHTING

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
☒ ▫	W3	19	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-350mA-27K EM1 WALL MT AT 9 FT AFG MMS11 BUG RATING B1 UO G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	RZR-WM1-PLED-III-W-20LED-350mA-40K.ies	151	0.9	21.4
◪ ▫	SA3	12	U.S. ARCHITECTURAL LIGHTING	RZR-M-PLED-IV-FT-48LED-1050mA-27K-HS MSF311MM511 POLE MT AT 18 FT AFG BUG RATING B1 UO G3	CAST BLACK PAINTED FINNED METAL HOUSING.	48 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	48	RZRM-PLED-IV-FT-48LED-1050mA-27K-HS.ies	256	0.9	159.6
☒ ▫	W1	29	U.S. ARCHITECTURAL LIGHTING	RZR-WM2-PLED-IV-FT-40LED-1050mA-27K MM511 MSF 311 WALL MT AT 18 FT AFG BUG RARING B2 UO G3	CAST BLACK PAINTED FINNED METAL HOUSING.	40 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	40	RZR-WM2-PLED-IV-FT-40LED-1050mA-27K.ies	326	0.9	128.2
☒ ▪ ☒	SA2	2	U.S. ARCHITECTURAL LIGHTING	RZR-M-PLED-VSQ-W-48LED-1050mA-27K MM511 MSF311 POLE MT AT 18 FT AFG 15.5 FT POLE 30 IN BASE BUG RATING B5 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	48 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	48	RZR-PLED-VSQ-W-48LED-1050mA-27K.ies	358	0.9	319.2
	W4	12	U.S. ARCHITECTURAL LIGHTING	LC6SLEM 27K 6LCSL 14 L EM	6 INCH LBR DOWNLIGHT 1400LM 2700K		1		1641	0.9	18

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.5 fc	16.7 fc	0.0 fc	N/A	N/A
Calc Zone #2	+	0.1 fc	9.6 fc	0.0 fc	N/A	N/A
Calc Zone #3	+	3.2 fc	10.0 fc	0.3 fc	33.3:1	10.7:1
Calc Zone #4	+	2.1 fc	3.9 fc	1.0 fc	3.9:1	2.1:1
Calc Zone #6	+	10.0 fc	10.0 fc	10.0 fc	1.0:1	1.0:1
Calc Zone #6	+	10.2 fc	10.2 fc	10.2 fc	1.0:1	1.0:1
Calc Zone #7	+	10.0 fc	10.9 fc	9.0 fc	1.2:1	1.1:1
Calc Zone #8	+	10.9 fc	10.9 fc	10.9 fc	1.0:1	1.0:1
Calc Zone #9	+	11.5 fc	12.9 fc	10.1 fc	1.3:1	1.1:1
Calc Zone #10	+	6.2 fc	6.2 fc	6.2 fc	1.0:1	1.0:1
Calc Zone #11	+	2.6 fc	2.6 fc	2.6 fc	1.0:1	1.0:1
Calc Zone #14	+	3.0 fc	8.9 fc	0.8 fc	11.1:1	3.8:1

LEGEND

BROWN = BUILDING & SAFETY GRADING DIVISION COMMENTS
PURPLE = PLANNING DEPARTMENT COMMENTS
GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
BLUE = FLOOD CONTROL DISTRICT COMMENTS
LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
RED = FIRE DEPARTMENT COMMENTS
YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS

RPM Engineers, Inc.
102 DISCOVERY
Irvine, CA. 92618
Tel: 949-580-0514
Fax: 949-460-1454
Contact: David Du
e-mail: davidd@rpmpe.com

REGISTERED PROFESSIONAL ENGINEER
LAN V. NGUYEN
No. E15596
Exp.12-31-2025
ELECTRICAL
STATE OF CALIFORNIA

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

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hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:

SITE PHOTOMETRIC PLAN

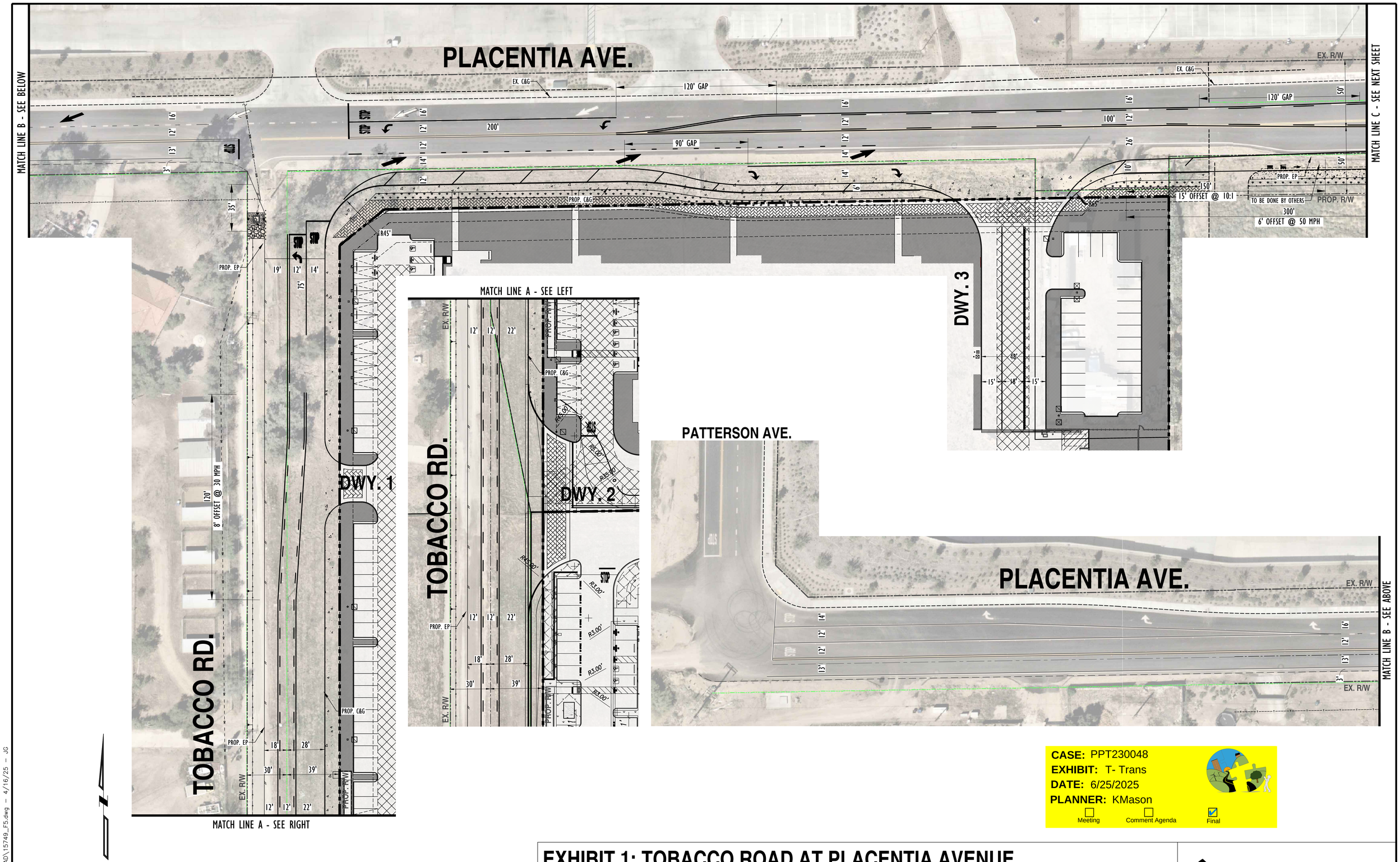
Project Number: 22484
Drawn by: J.K.
Date:
Revision:

DAC 5TH SUBMITTAL 01/13/25

Sheet:

FC-1.0

RPM#23-001W1 01/17/2025



CASE: PPT230048
EXHIBIT: T- Trans
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final

EXHIBIT 1: TOBACCO ROAD AT PLACENTIA AVENUE OPENING DAY CONCEPT STRIPING IMPROVEMENTS

URBAN CROSSROADS
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TELEPHONE # 949-660-1994

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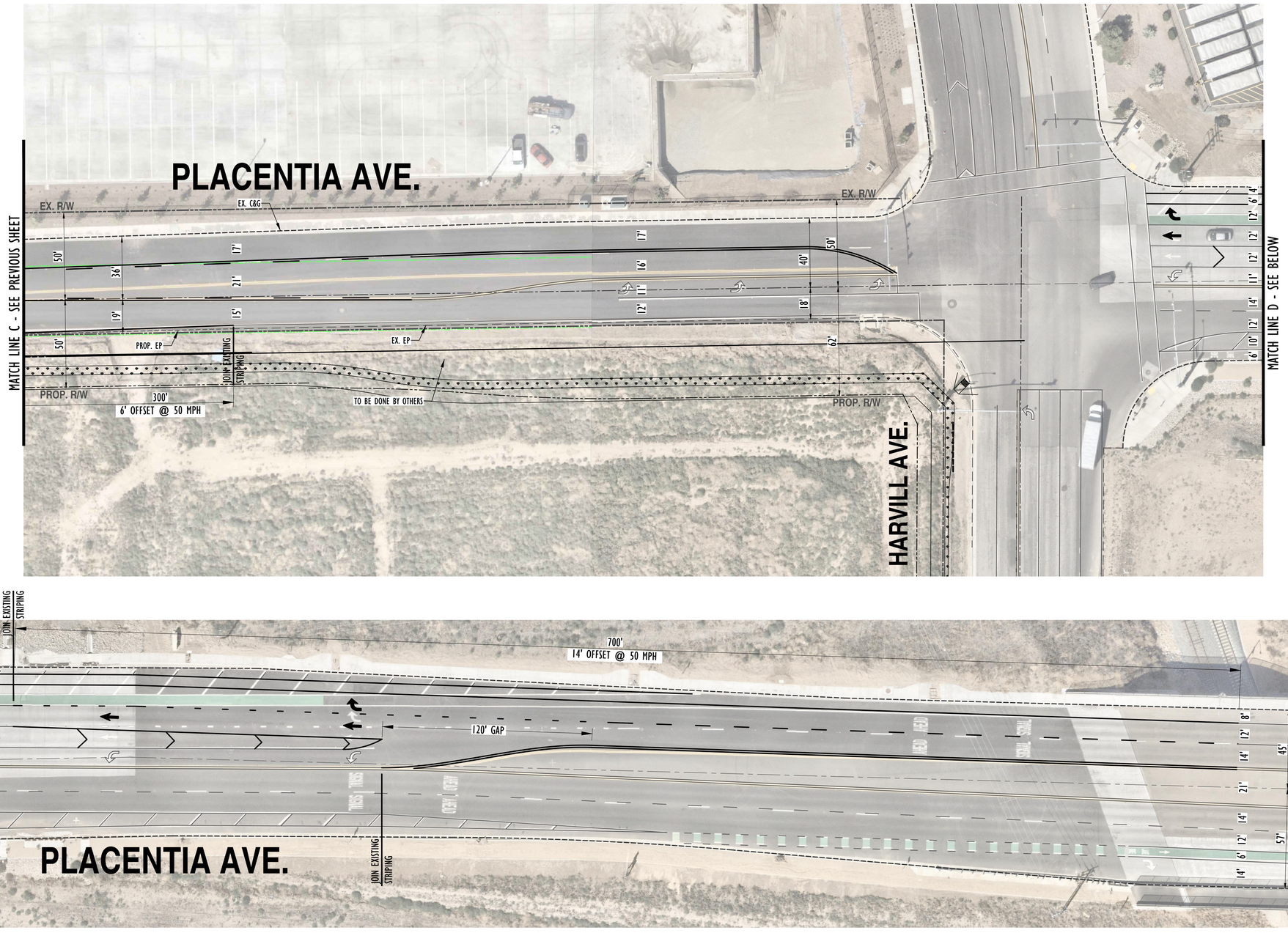

SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

EXHIBIT 1: TOBACCO ROAD AT PLACENTIA AVENUE OPENING DAY CONCEPT STRIPING IMPROVEMENTS

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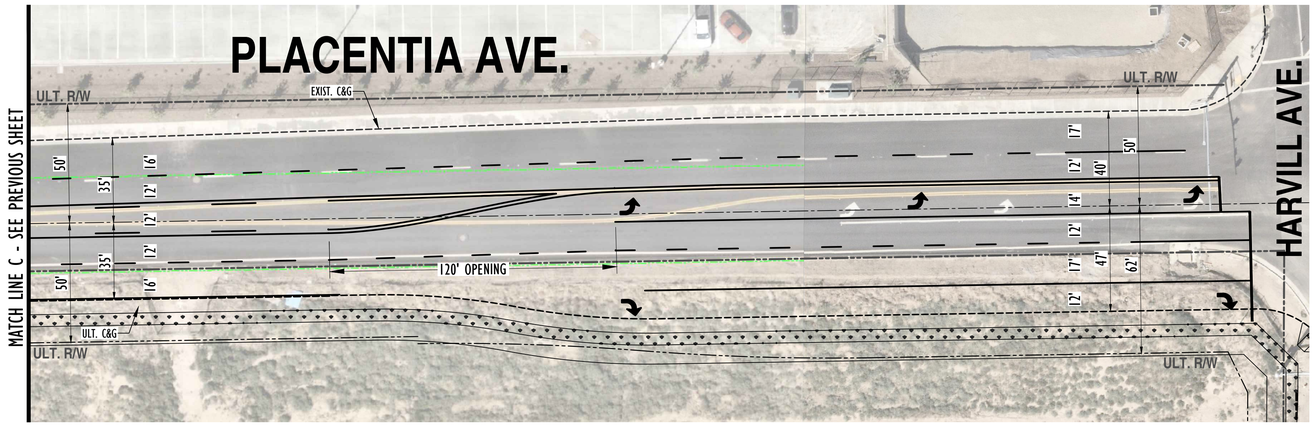
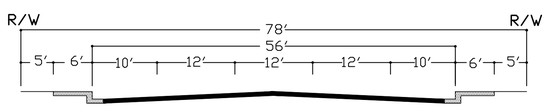
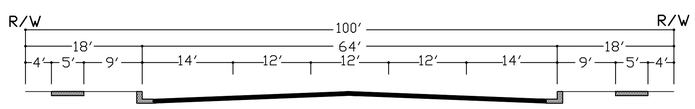




INDUSTRIAL COLLECTOR
TOBACCO RD.



SECONDARY HIGHWAY
PLACENTIA AVE.

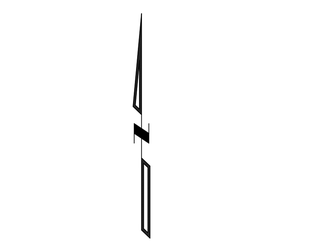


EXHIBIT 2: TOBACCO ROAD AT PLACENTIA AVENUE
ULTIMATE CONCEPT STRIPING IMPROVEMENTS

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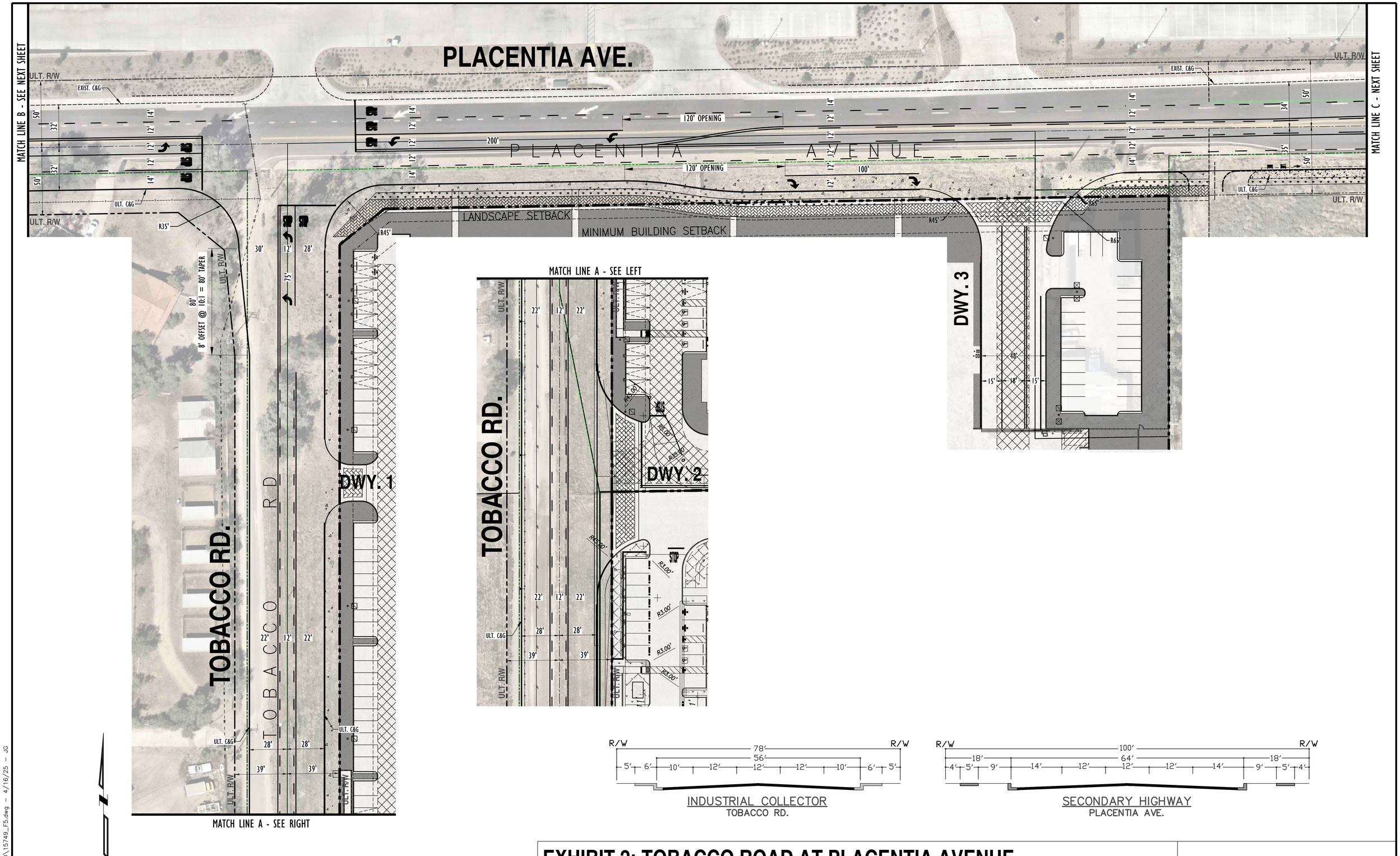

EXHIBIT 2: TOBACCO ROAD AT PLACENTIA AVENUE ULTIMATE CONCEPT STRIPING IMPROVEMENTS

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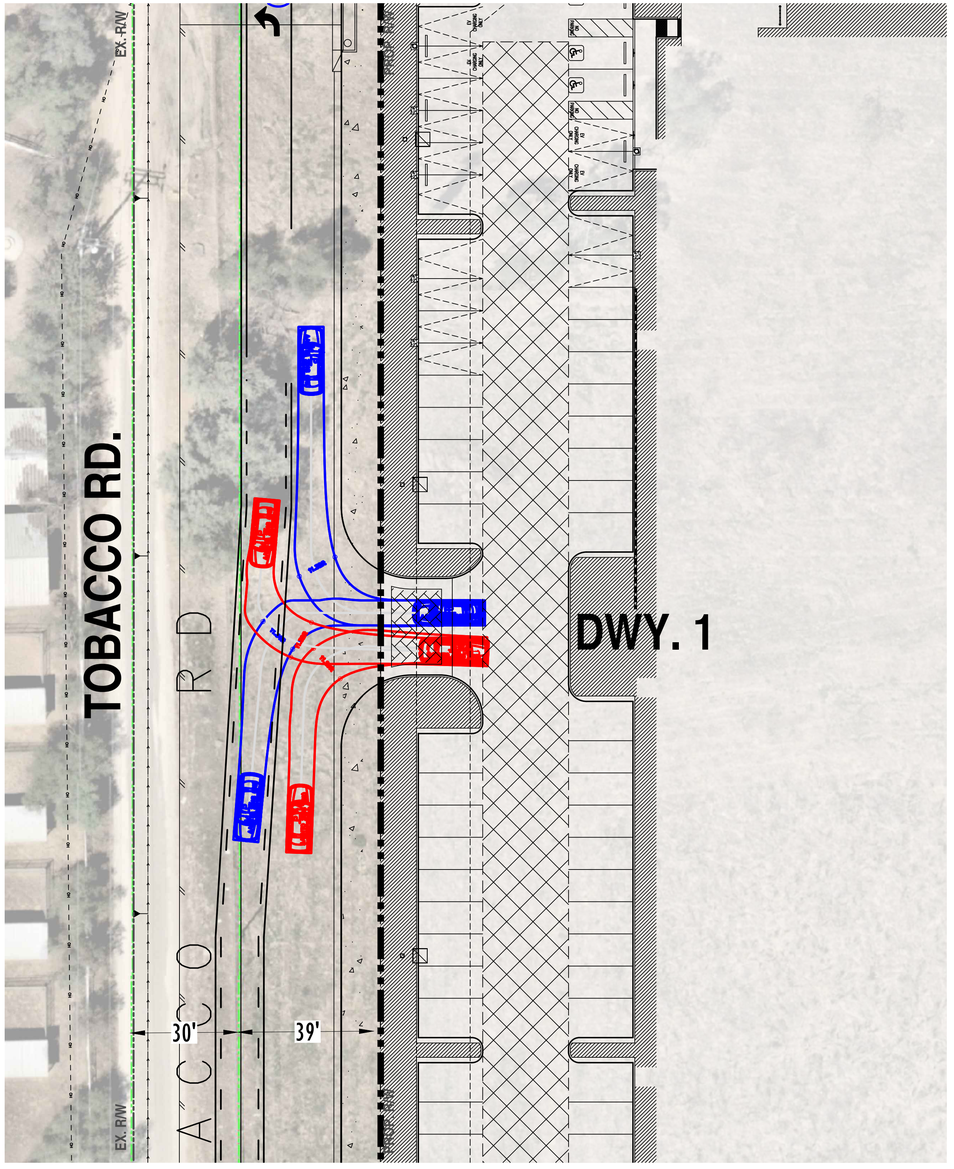

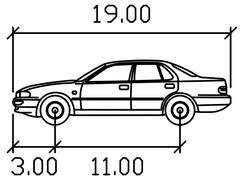

P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

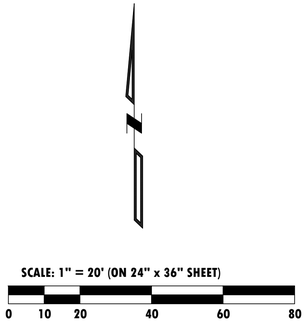

EXHIBIT 5: PASSENGER CAR TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PROJECT DRIVEWAY 1

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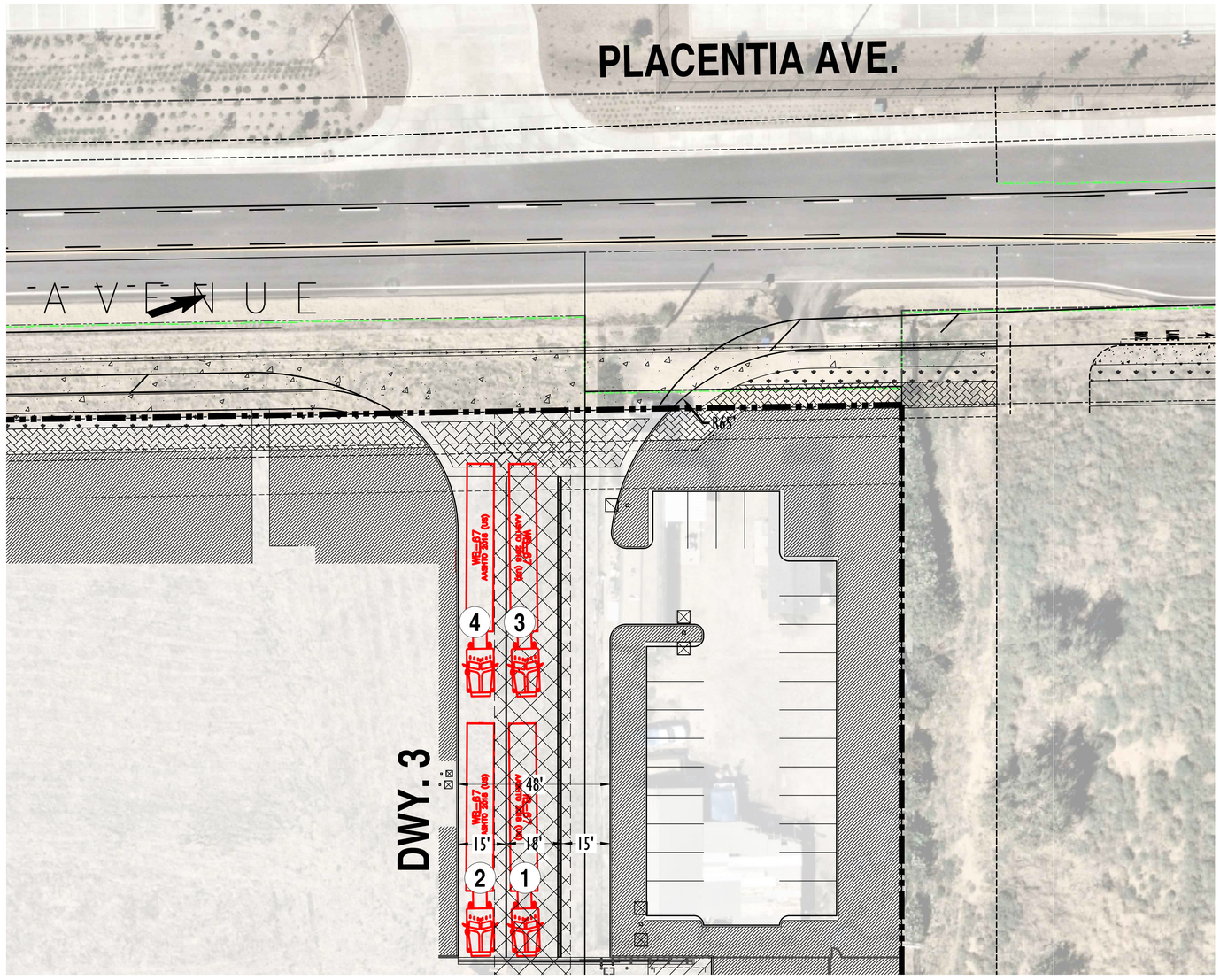

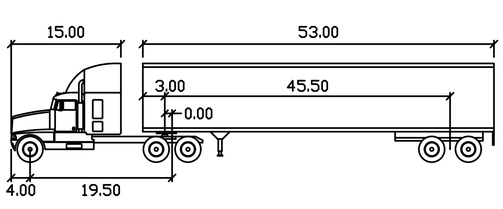

WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

EXHIBIT 4: WB-67 TRUCK STACKING
PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

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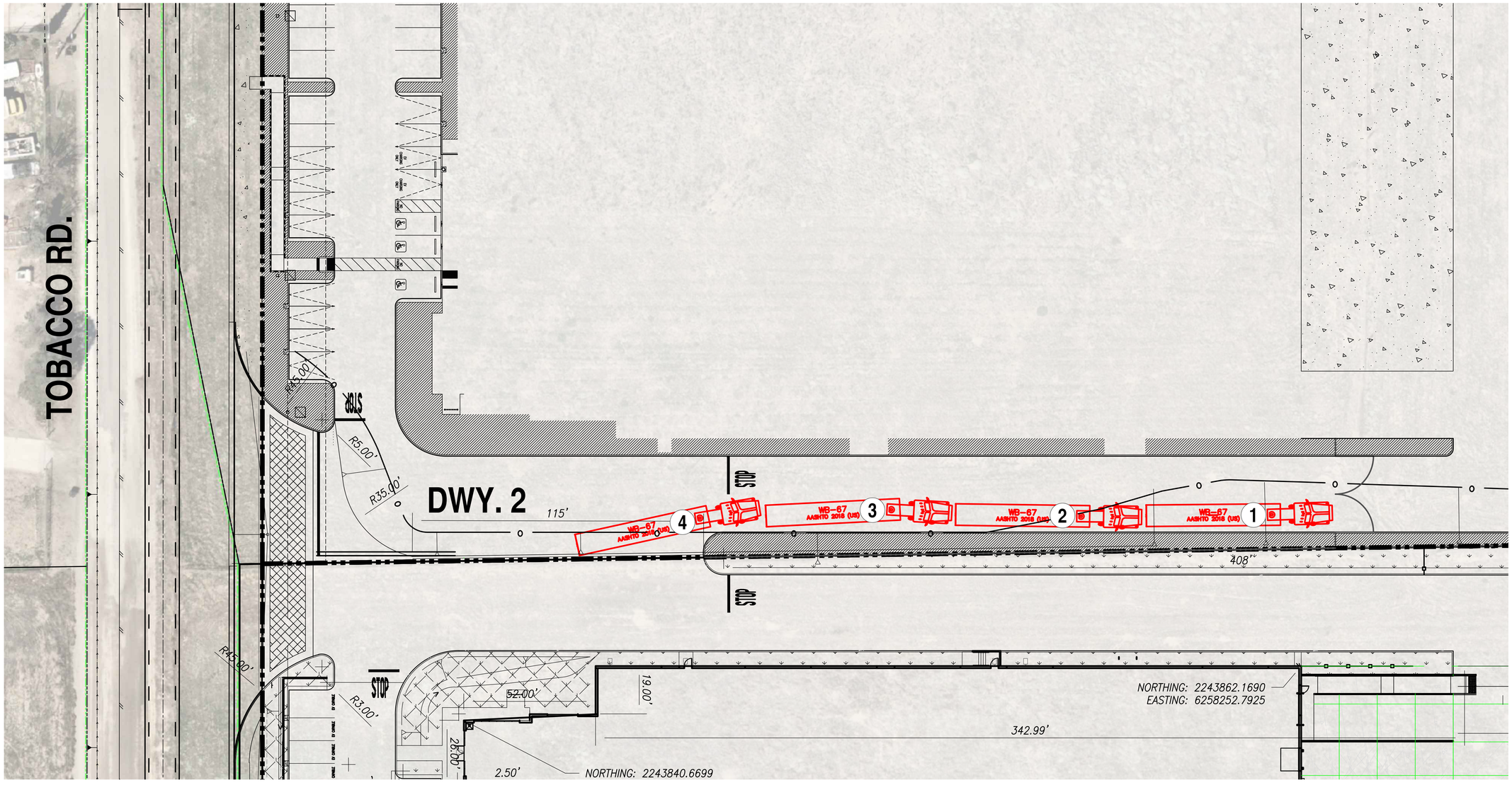

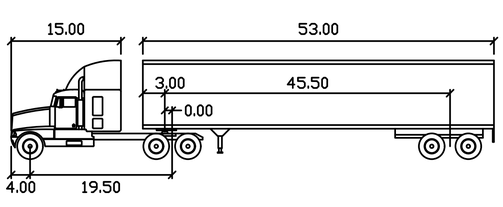

WB-67

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

EXHIBIT 3: WB-67 TRUCK STACKING
TOBACCO ROAD AT PROJECT DRIVEWAY 2

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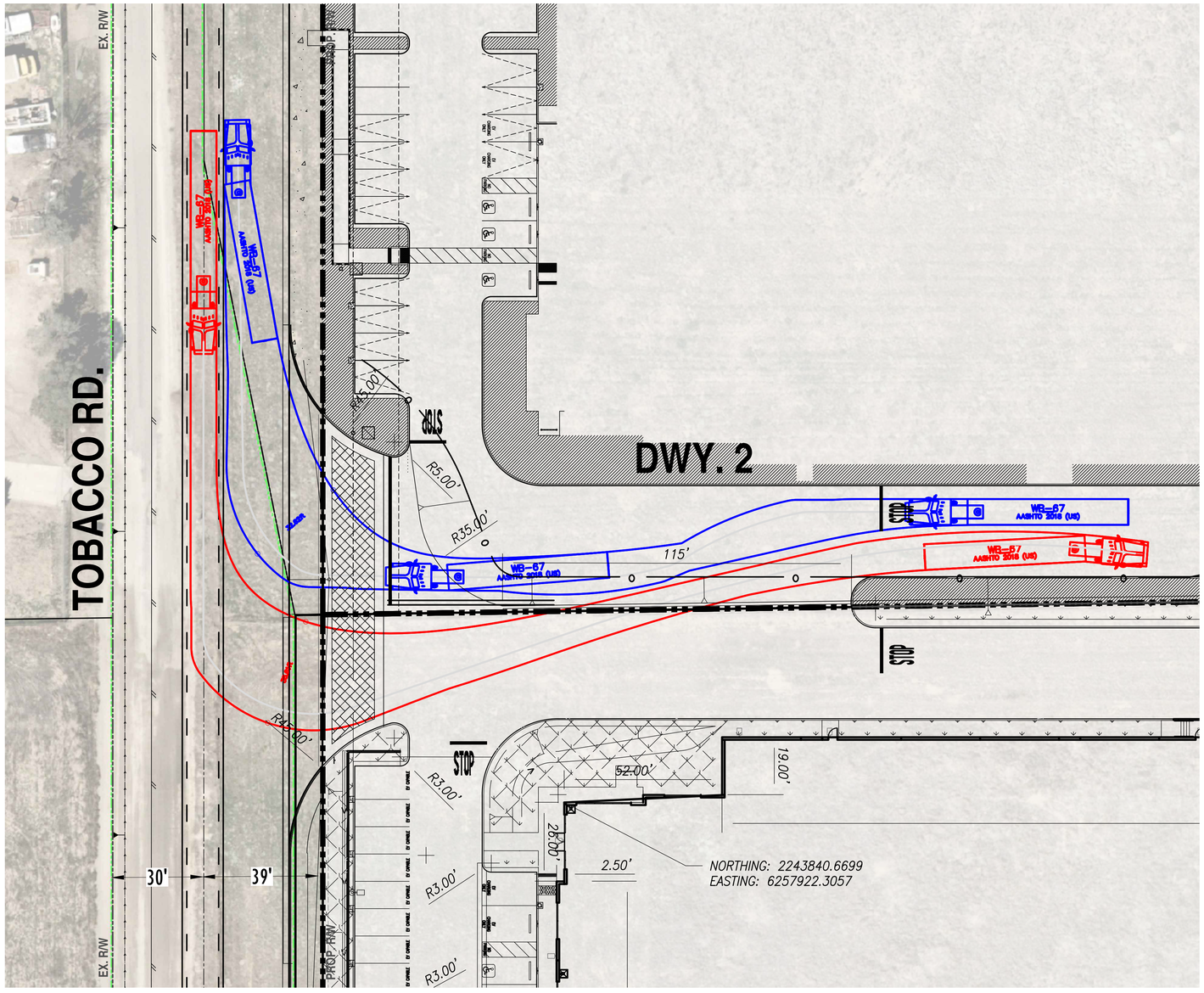

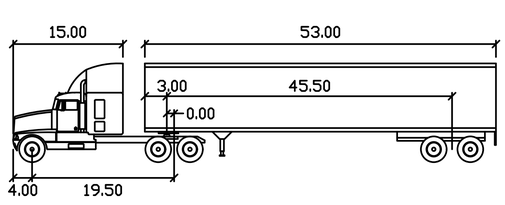

WB-67

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

EXHIBIT 6: WB-67 TRUCK TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PROJECT DRIVEWAY 2

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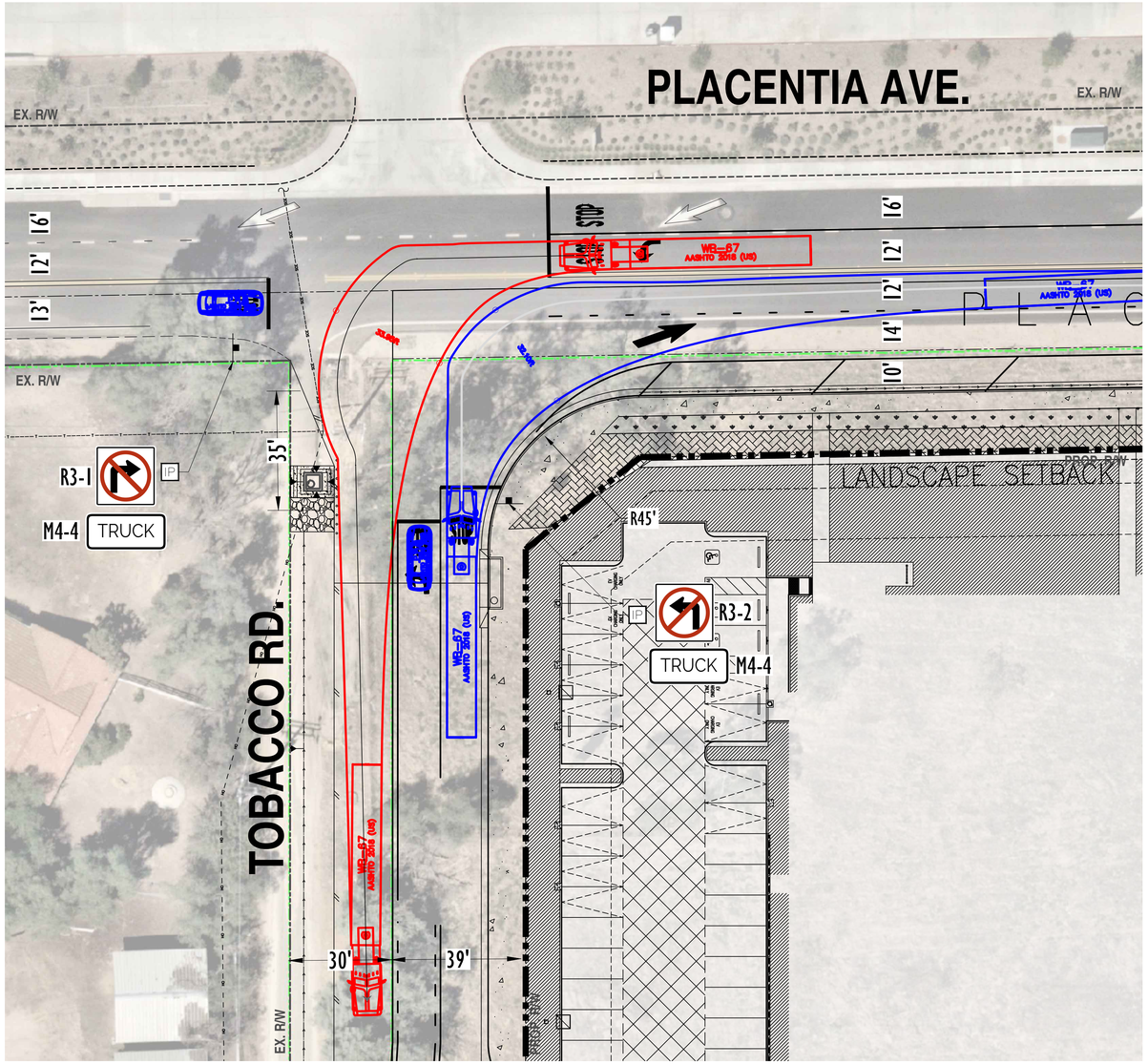
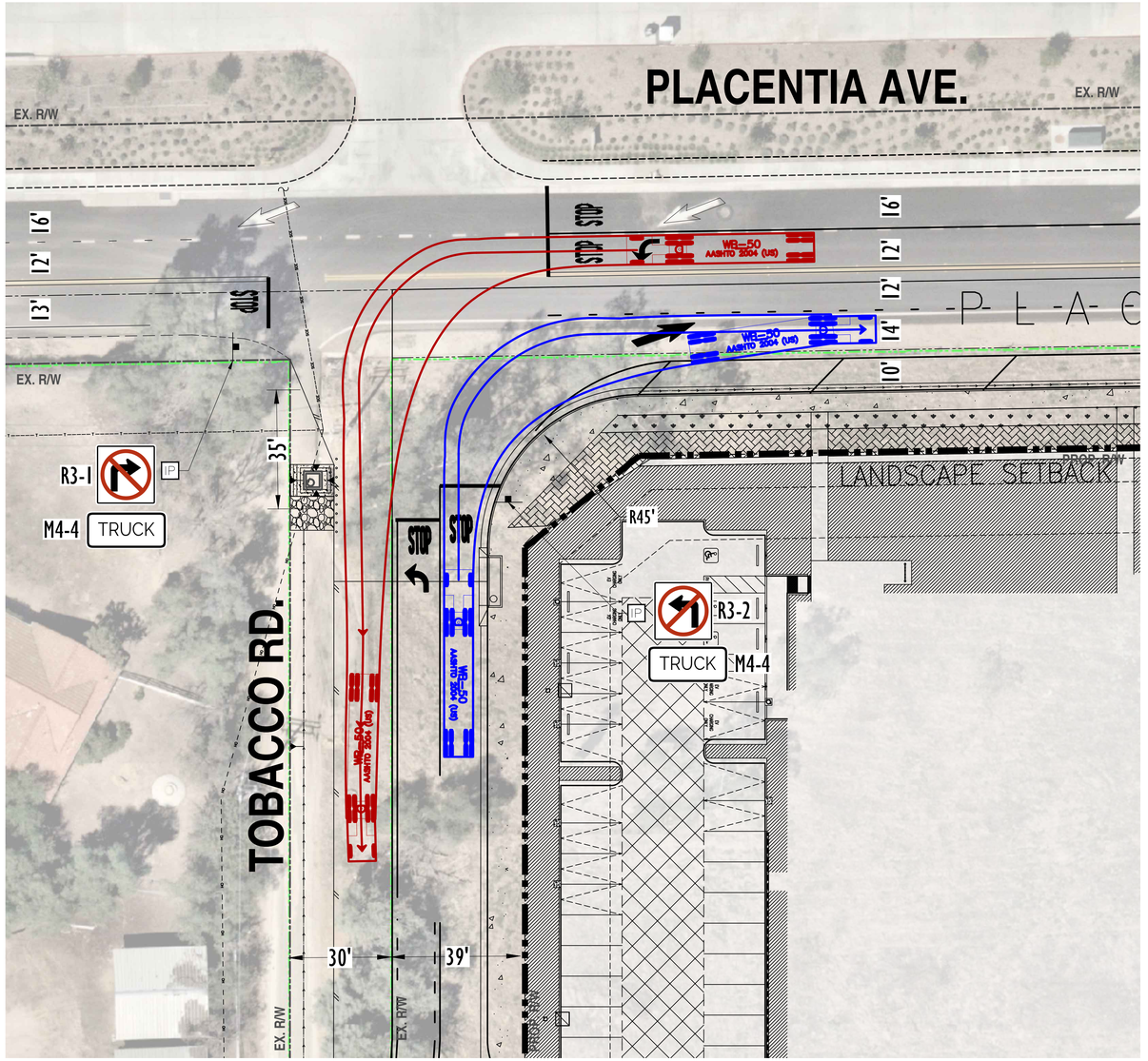
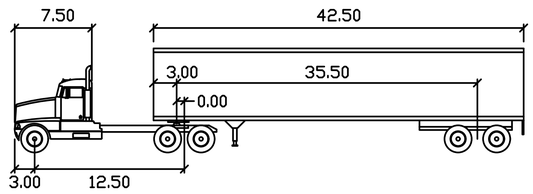
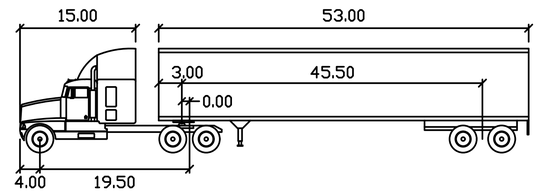






WB-50

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	17.7
Tractor Track	8.00	Articulating Angle	70.0
Trailer Track	8.50		



WB-67

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

SIGNING CONSTRUCTION NOTES:

IP FURNISH AND INSTALL SIGN (AS NOTED) AND POST (IF NECESSARY) PER CITY STANDARDS.

EXHIBIT 7: WB-67 & WB-50 TRUCK TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PLACENTIA AVENUE

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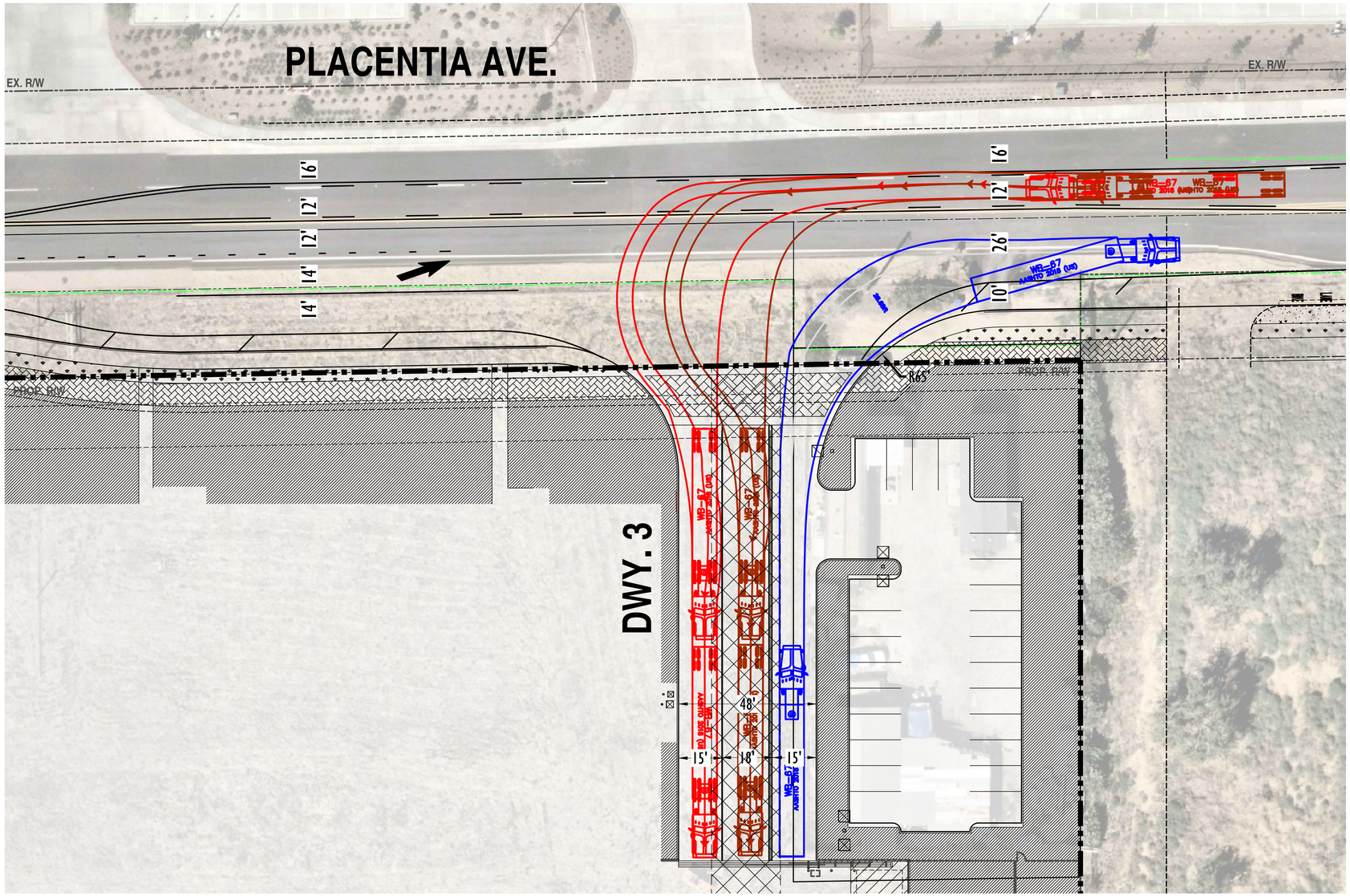

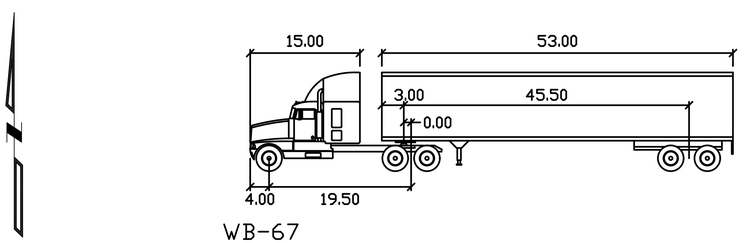

WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

EXHIBIT 8: WB-67 TRUCK TURNING TEMPLATE
OPENING DAY PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

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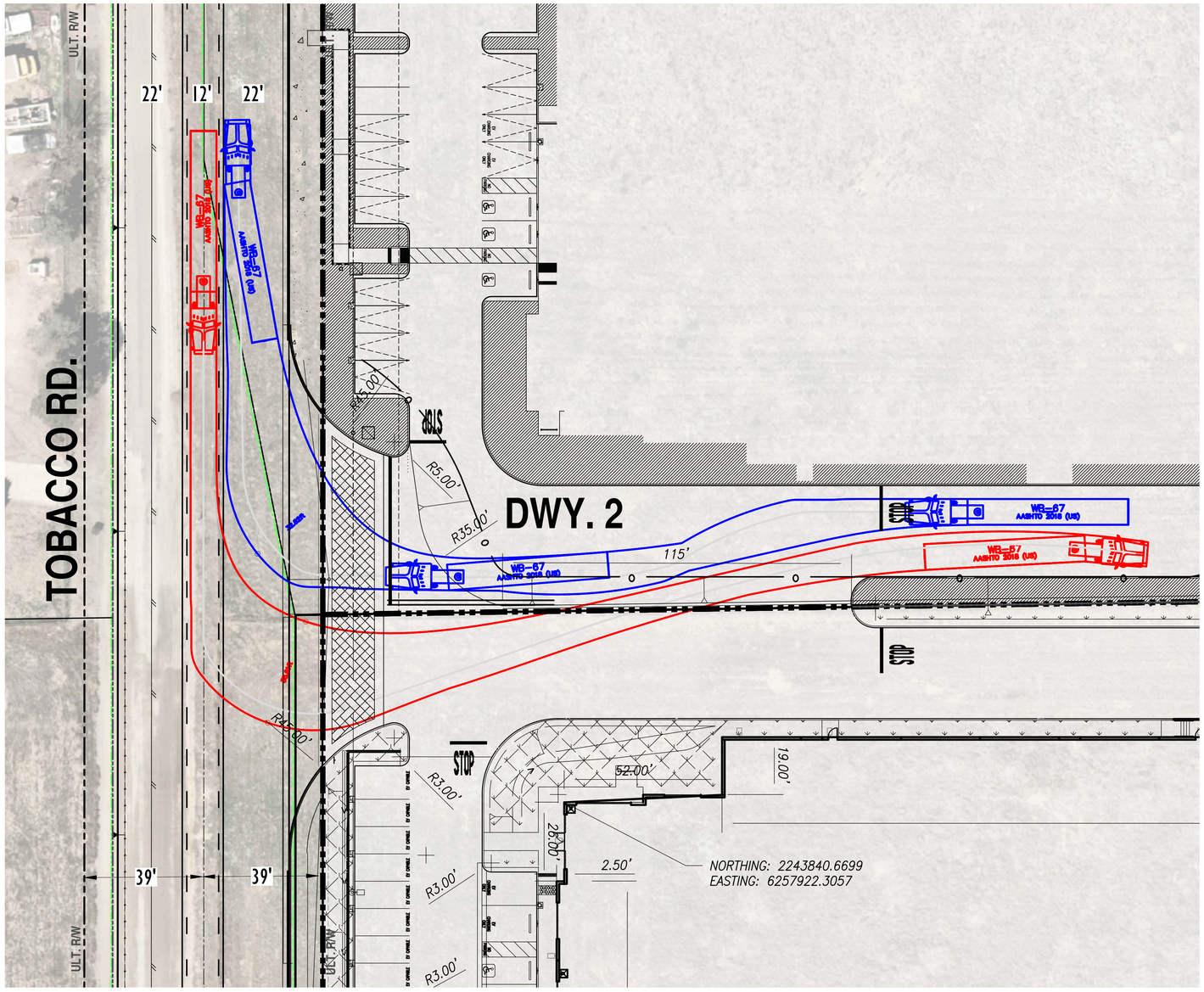
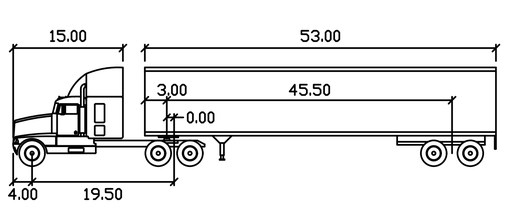
TELEPHONE # 949-660-1994

15749 - ACAD\15749_F5.dwg - 4/16/25 - JG





WB-67

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

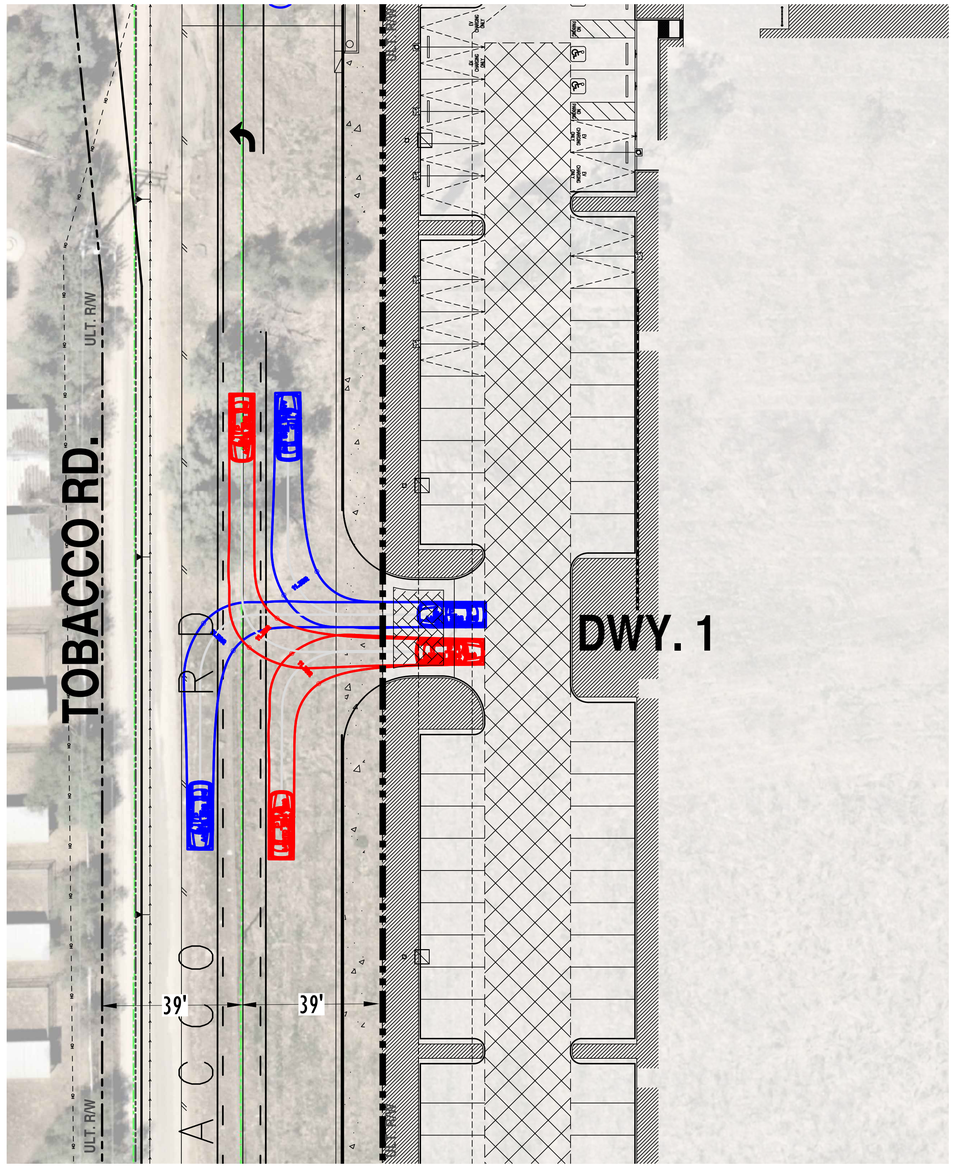
0 10 20 40 60 80

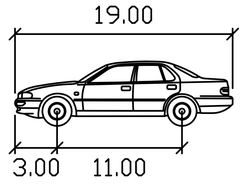
EXHIBIT 10: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PROJECT DRIVEWAY 2

URBAN CROSSROADS

WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

15749 - ACAD\15749_F5.dwg - 4/16/25 - JG





P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

EXHIBIT 9: PASSENGER CAR TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PROJECT DRIVEWAY 1

URBAN CROSSROADS

WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

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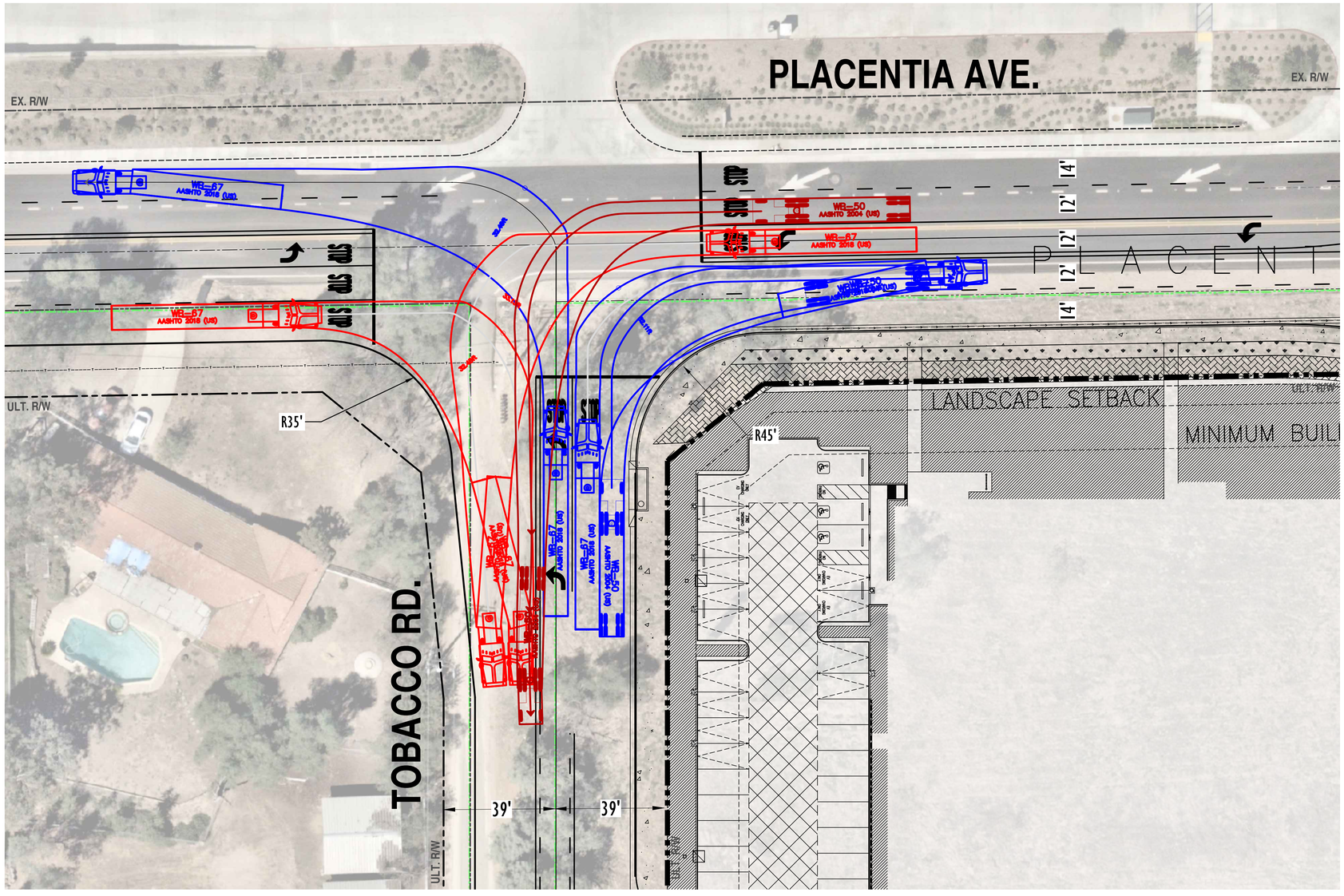
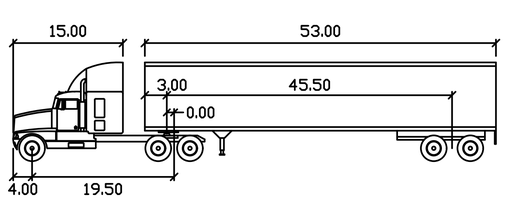




WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

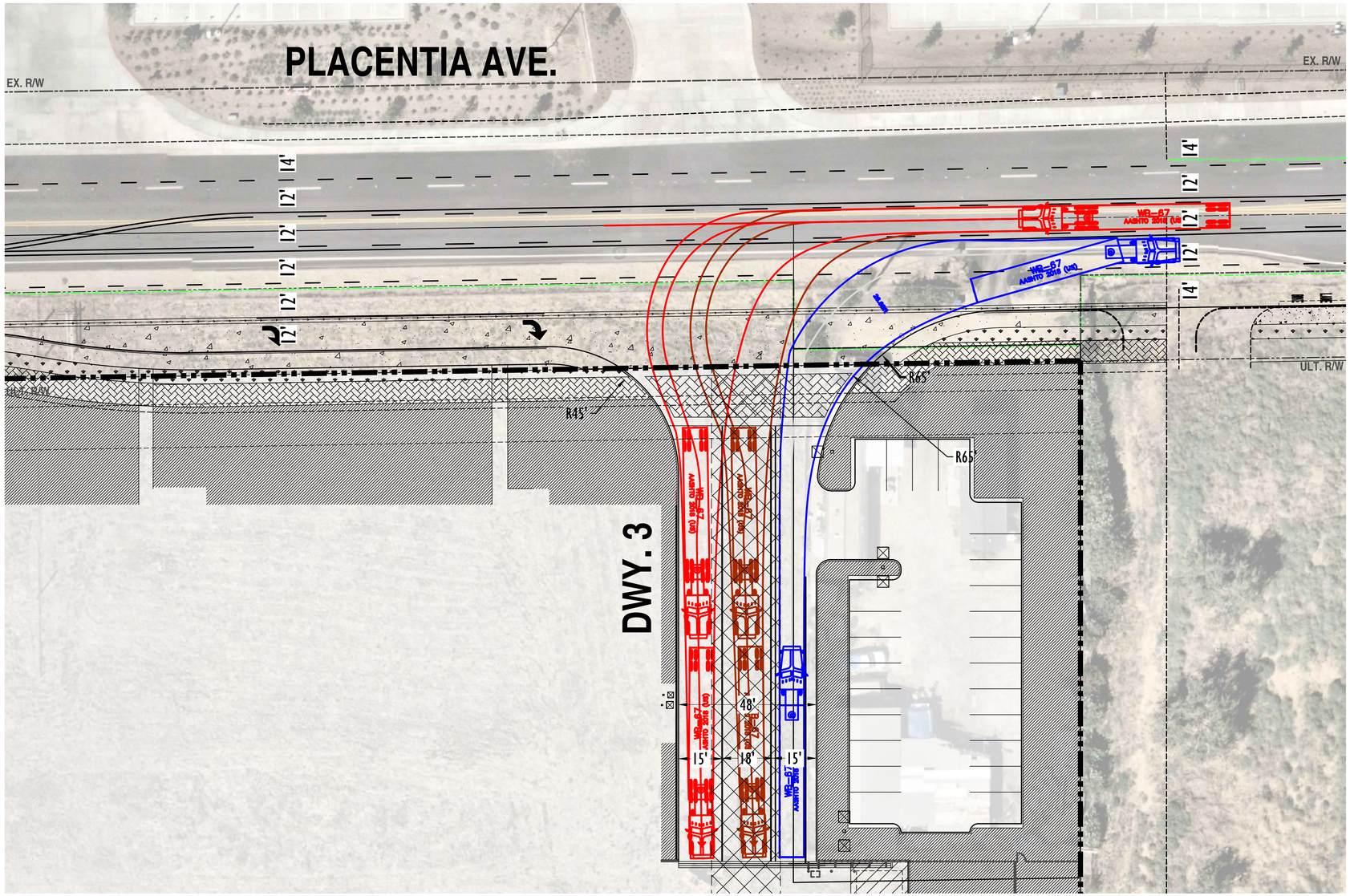
SCALE: 1" = 20' (ON 24" x 36" SHEET)

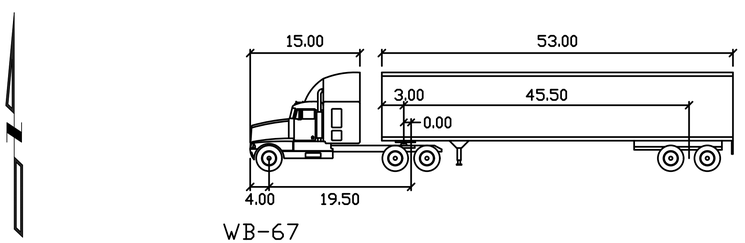
0 10 20 40 60 80

EXHIBIT 11: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PLACENTIA AVENUE

URBAN CROSSROADS
WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

15749 - ACAD\15749_F5.dwg - 4/16/25 - JG





WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

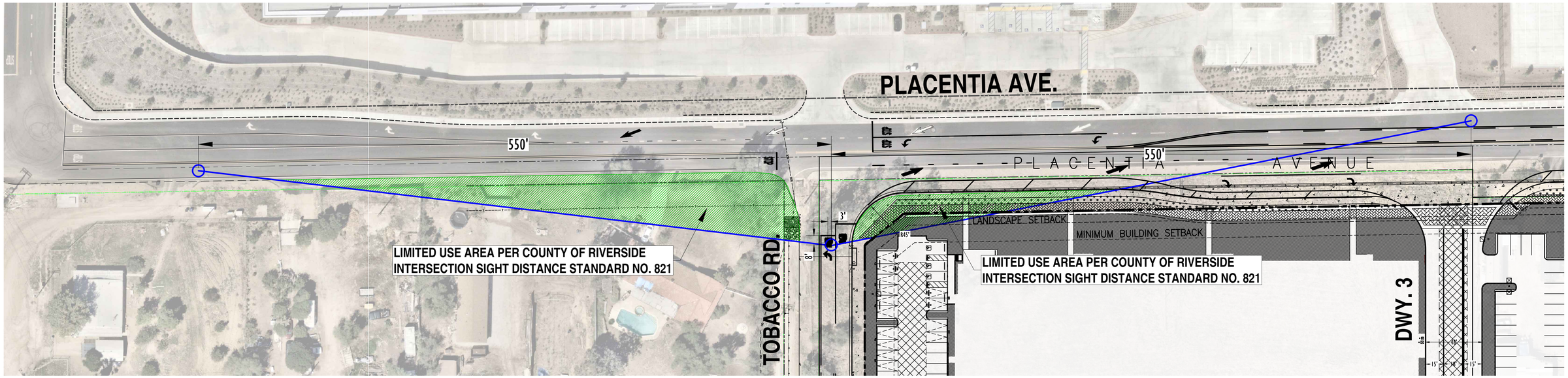
EXHIBIT 12: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

URBAN CROSSROADS

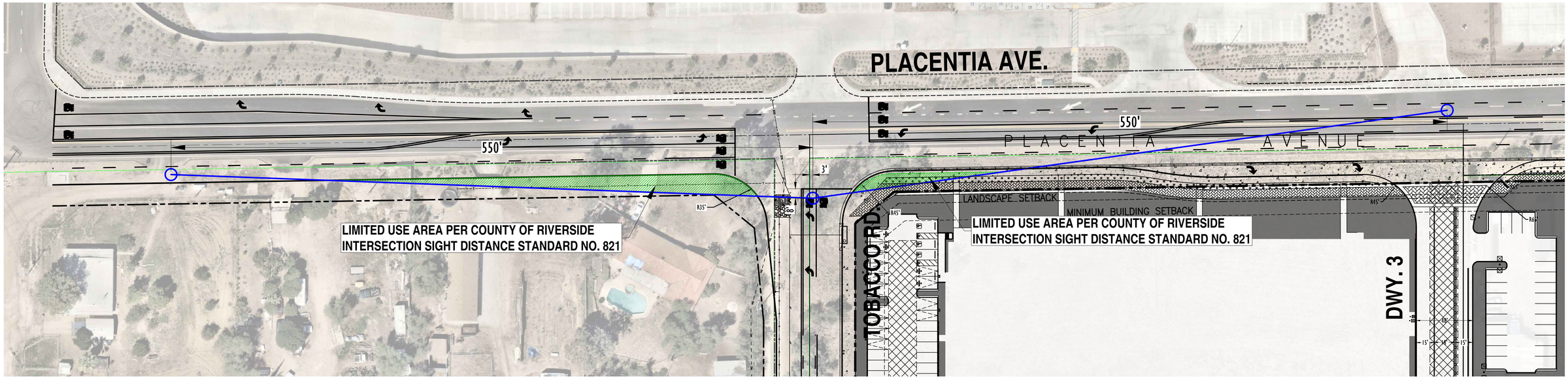
WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

15749 - ACAD\15749_F5.dwg - 4/16/25 - JG

OPENING DAY



ULTIMATE



SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

EXHIBIT 13: TOBACCO ROAD AT PLACENTIA AVENUE INTERSECTION SIGHT DISTANCE

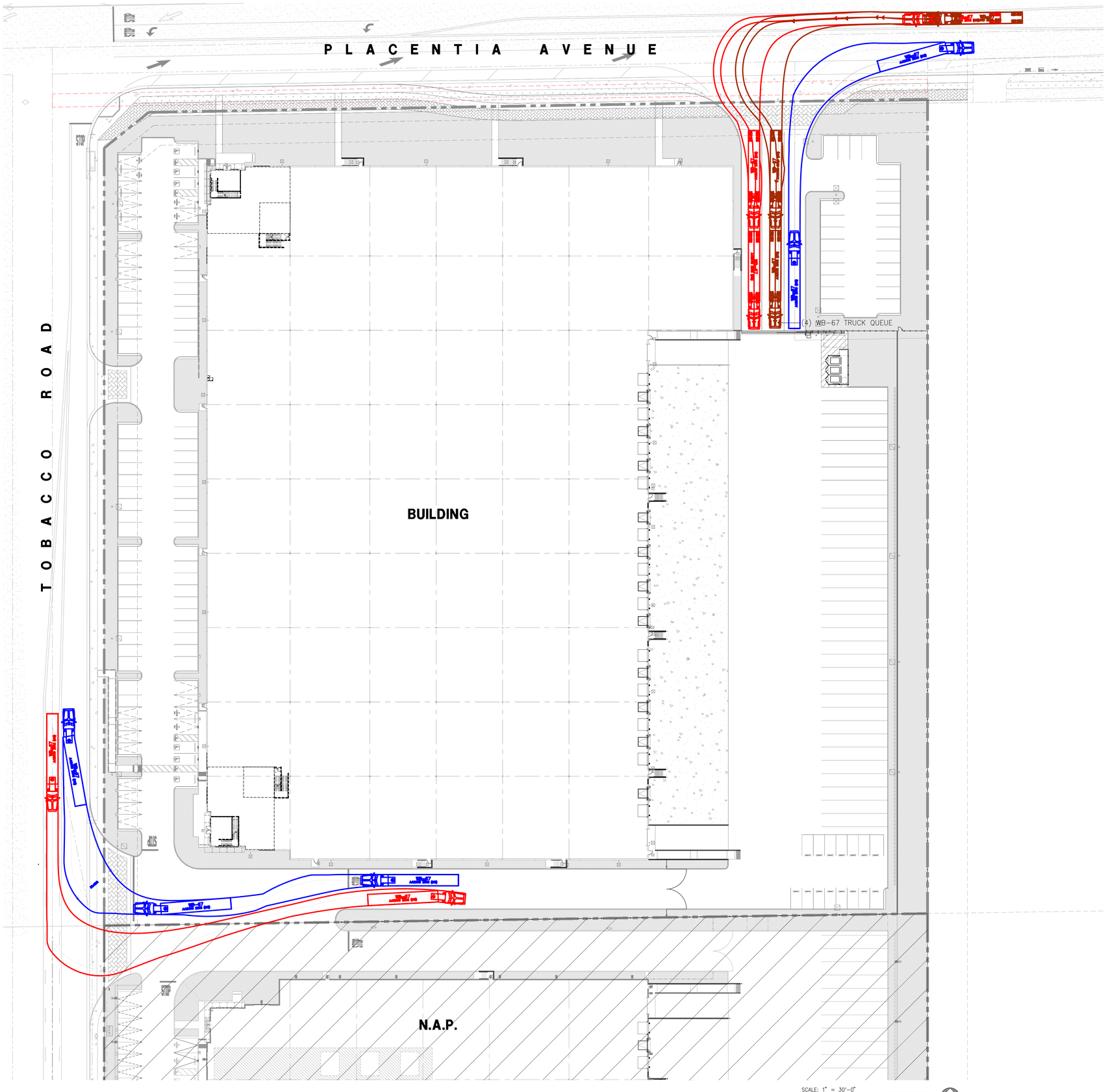
URBAN CROSSROADS

WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

15749 - ACAD\15749_F5.dwg - 4/16/25 - JG

CASE: PPT230048
EXHIBIT: T-Truck Turn
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final



TRUCK TURN TEMPLATE scale: 1" = 30'-0" (A)

SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

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18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: TRUCK TURN TEMPLATE

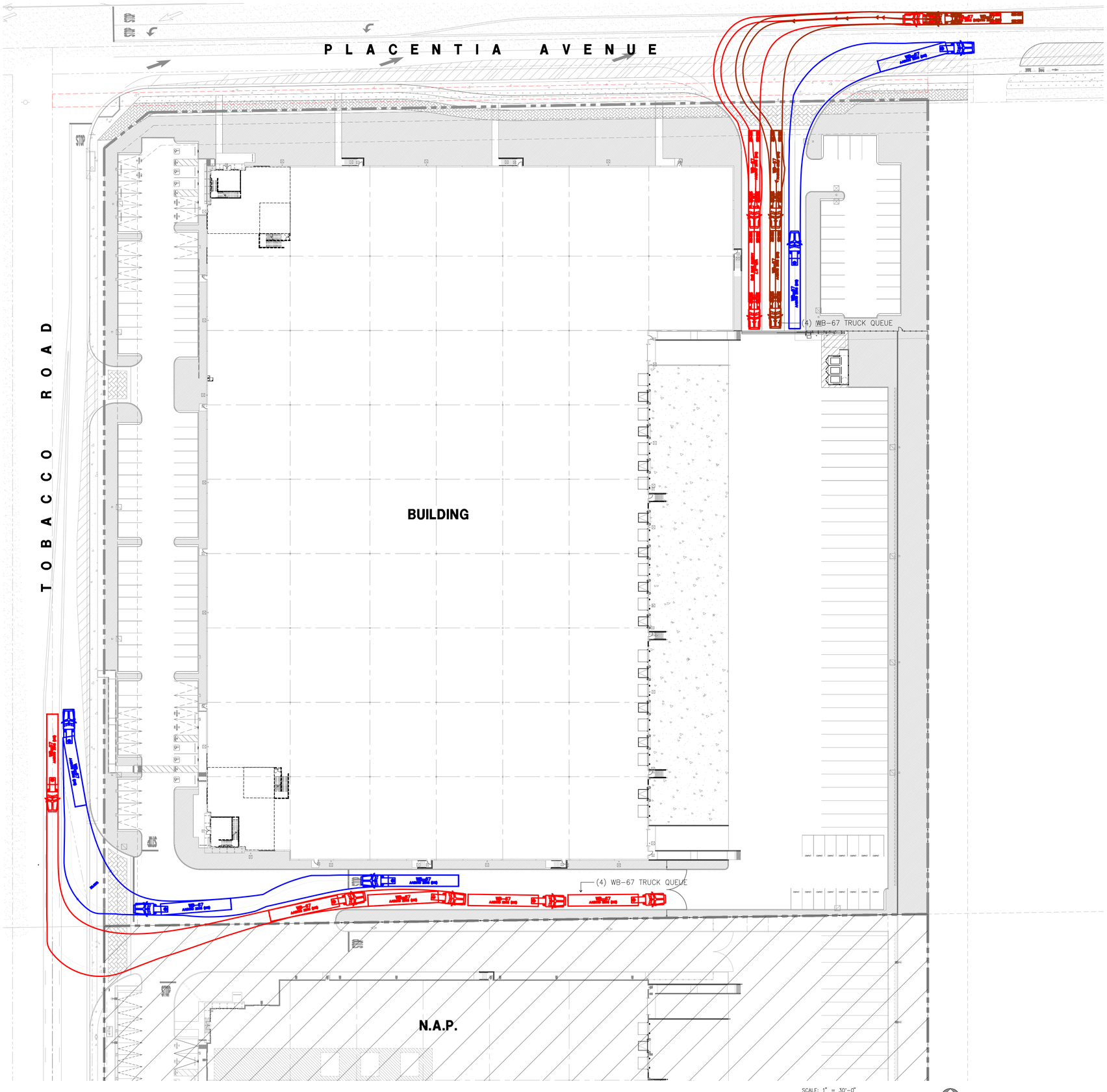
Project Number:	22484
Drawn by:	JK
Date:	

Revision:

DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A1.1B



TRUCK STACKING
scale: 1"=30'-0"

A

SCALE: 1" = 30'-0"
0 30' 60' 90'

N TRUE NORTH

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SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: TRUCK STACKING

Project Number:	22484
Drawn by:	JK
Date:	

Revision:

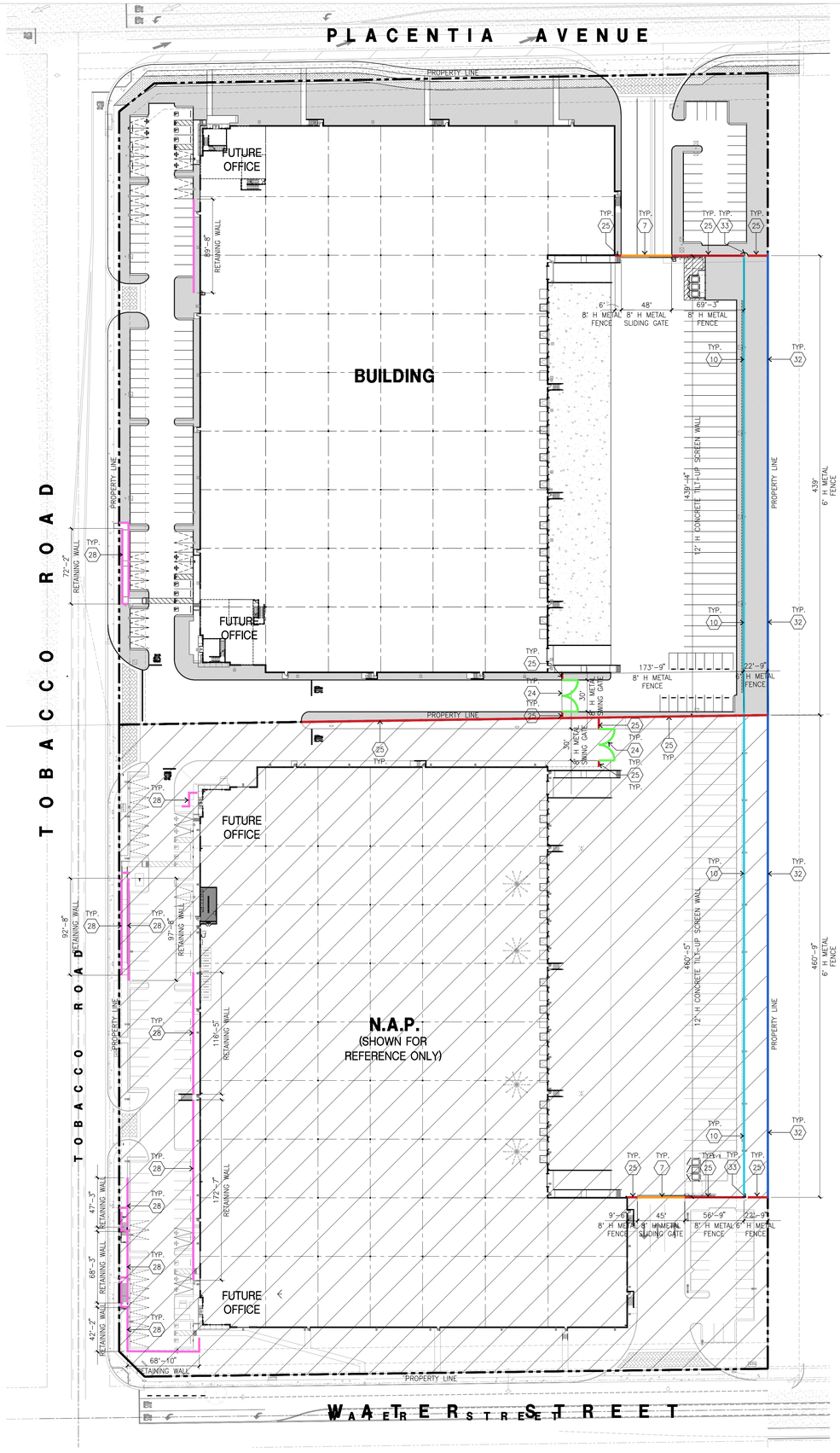
DAC 5TH SUBMITTAL	01/13/25

Sheet:

DAB-A1.1C

CASE: PPT230048
EXHIBIT: W-Wall&Fenc
DATE: 6/25/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final

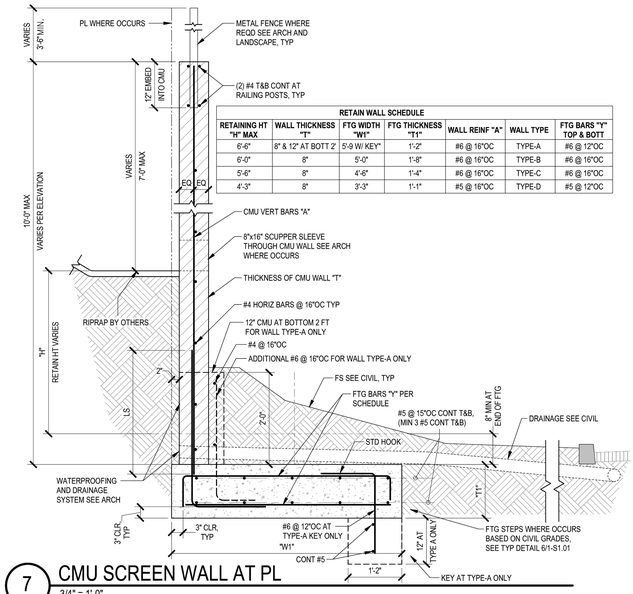


SITE PLAN KEYNOTES

1. PAVEMENT PER CIVIL. SEE CIVIL PLANS
2. NOT USED
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED. SEE LANDSCAPE DRAWINGS.
5. 5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.,
7. PROVIDE 8' HIGH METAL SLIDING GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. EXTERIOR BIKE RACK TYPICAL.
10. 12' HIGH CONCRETE TILT-UP SCREEN WALL.
11. EXTERIOR CONCRETE STAIR.
12. CONCRETE CURB. SEE CIVIL DRAWINGS.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. FUTURE GUARD SHACK. PROVIDE CONDUIT.
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H,
17. TRASH ENCLOSURE PER COUNTY STANDARD.
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE.
23. SITE LIGHT POLE W/ CONCRETE BASE.
24. 8' HIGH METAL SWING GATE W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
25. 8' HIGH METAL FENCE.
26. 2'X2' CONCRETE PAD FOR FUTURE EV CHARGER. PROVIDE CONDUIT.
27. ROOF DRAIN THRU CURB.
28. RETAINING WALL. SEE CIVIL DRAWINGS.
29. 2'X2' CONCRETE PAD WITH EV CHARGER INSTALLED.
30. NOT USED.
31. CONDUIT FOR FUTURE TRUCK EV CHARGERS
32. RETAINING WALL AND GUARDRAIL TO BE CONSTRUCTED BY EAST DEVELOPEMENT. SEE DETAIL BELOW FOR REFERENCE.
33. 3'W X 8'H MAN GATE FOR MAINTENANCE ACCESS.

NOTE: SEE CIVIL PLANS FOR TRAIL FENCING INFORMATION.

REFERENCE GRADING PERMIT: FM 0541-001-2596-0



7 CMU SCREEN WALL AT PL
3/4" = 1'-0"

NOTE: CMU SCREEN WALL DETAIL ABOVE IS DESIGNED BY MIYAMOTO AND SHOWN FOR REFERENCE ONLY.

FENCING PLAN A
scale: 1" = 50'-0"

SCALE: 1" = 50'-0"
0 50' 100' 150'
N TRUE NORTH

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Perris North
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Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: FENCING PLAN

Project Number:	22484
Drawn by:	JK
Date:	
Revision:	
DAC 5TH SUBMITTAL	01/13/25

Sheet:
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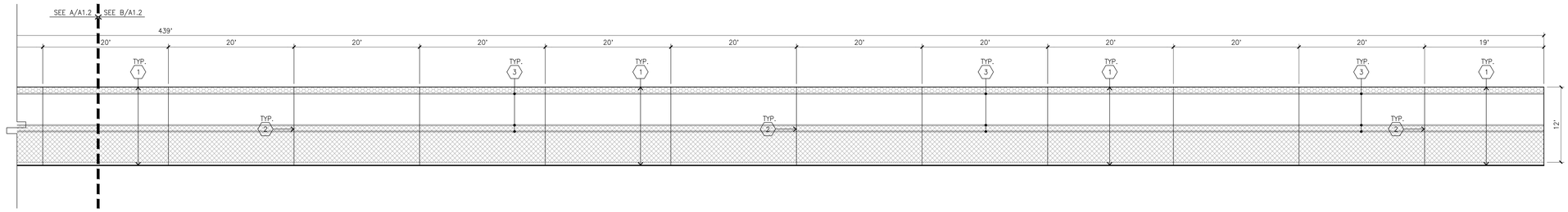
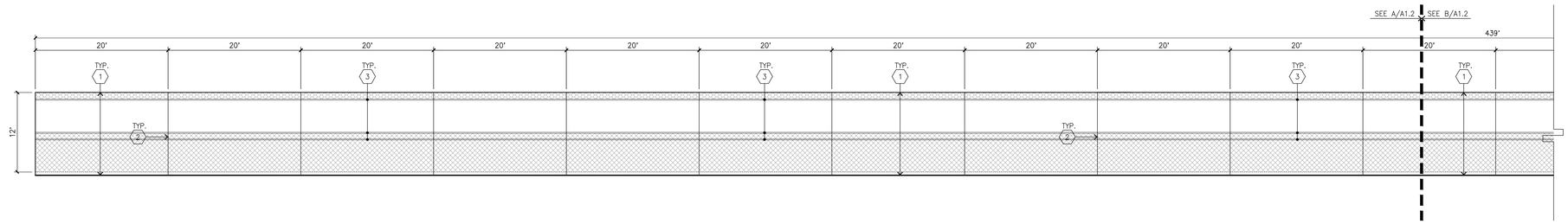


SCREEN WALL A
scale: 1/8" = 1'-0"



SCREEN WALL B
scale: 1/8" = 1'-0"

KEYNOTES - SCREEN WALL

1. 10' H CONCRETE TIL-UP SCREEN WALL PAINTED BOTH SIDES, TYPICAL SEE "S" DWG FOR THICKNESS.
2. PANEL JOINT. SEE "S" DRAWINGS. SEE DETAILS 4/AD.3
3. PANEL REVEAL. PAINTED TO MATCH ADJACENT.

GENERAL NOTES - SCREEN WALL

A. CONTRACTOR TO VERIFY ALL GRADES W/ CURRENT "C" PLAN & VERIFY SITE CONDITIONS. VERIFY ALL TYP. TOP OF WALL HEIGHT(T.O.W.) & FINISH SURFACE GRADE.

B. PROVIDE 2" DIA. P.V.C. WEEP HOLES @ 8' O.C. IN SCREEN WALLS @ GRADE LEVEL ON TRUCK SIDE.

C. CONTRACTOR TO PROVIDE WATER-PROOFING MEMBER TO SCREEN WALL AT ALL RETAINING/ BERMING CONDITIONS. PROVIDE WATERPROOFING @ HIGHSIDE OF WALL ONLY. CONTRACTOR TO SUBMIT WATERPROOFING SPECIFICATION TO ARCHITECT PRIOR TO INSTALETION.

D. NOT USED.

E. GATE MANUFACTURER TO PROVIDE DETAILING OF GATES TO WITHSTAND WINDLOAD PER STRUCTURAL PLAN, EXPOSURE "C" AND VERIFY ALL DIMENSIONS, DETAILS AND SITE CONDITION W/ CONTRACTOR.

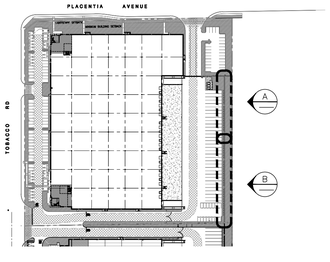
F. ALL GATES TO BE WALL BRACED. SUB-CONTRCTOR TO SUBMIT SHOP DRAWING TO ARCHITECT TO PRIOR TO INSTALLATION.

G. CONTRACTOR TO VERIFY ALL CIVIL AND STRUCTURAL DRAWINGS FOR SCREEN-WALL HEIGHT.

COLOR SCHED. - SCREEN WALL

1	2	3	4
SHERWIN WILLIAMS SW 6070 HERON PLUME	SHERWIN WILLIAMS SW 7040 FAWN BRINDLE	SHERWIN WILLIAMS SW 7075 WEB GRAY	SHERWIN WILLIAMS SW 7051 ANALYTICAL GRAY

KEYMAP



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tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

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13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Perris North

SEC of Tobacco and Placentia
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	Hunter Landscape
Fire Protection:	-
Soils Engineer:	-

Title: SCREEN WALL ELEVATIONS

Project Number:	22484
Drawn by:	JK
Date:	

Revision:

DAC 5TH SUBMITTAL	01/13/25

Sheet:

1-A1.2

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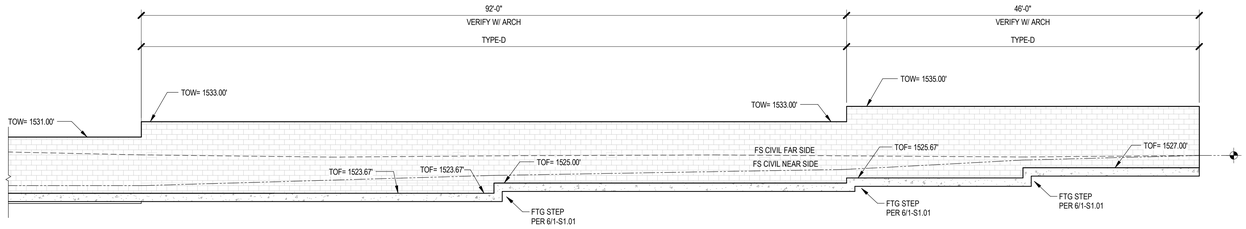
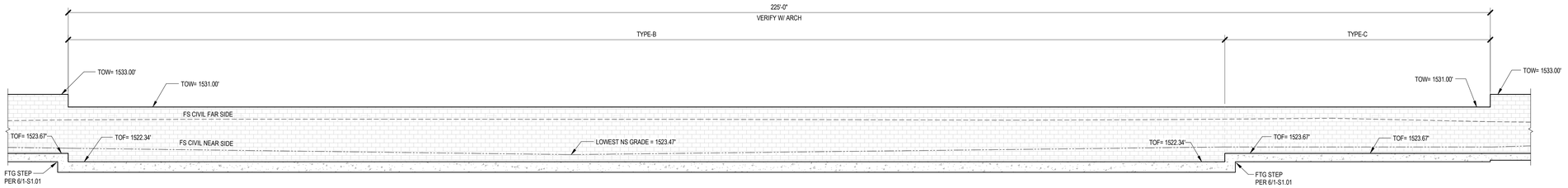


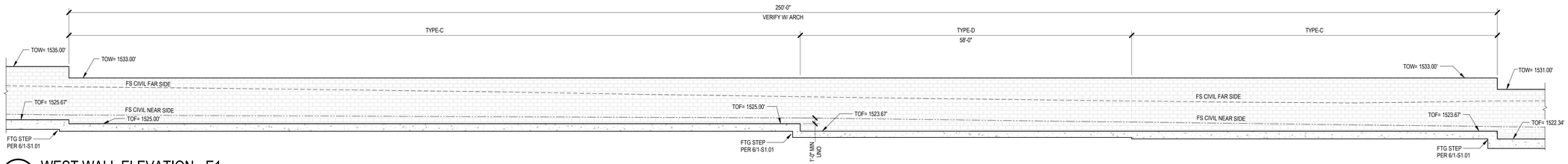
1 WEST WALL ELEVATION - D1

1/8" = 1'-0"



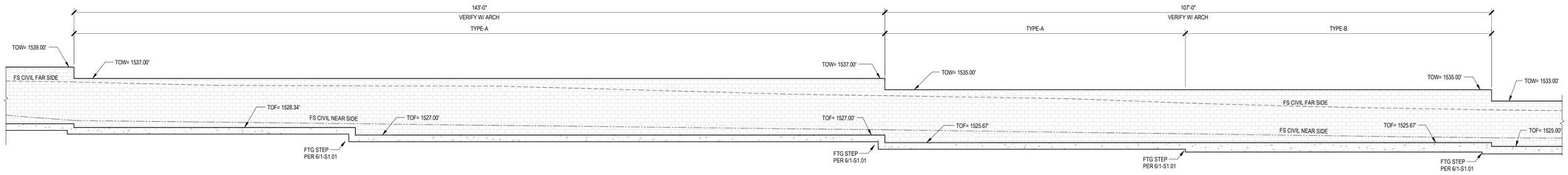
2 WEST WALL ELEVATION - D2

1/8" = 1'-0"



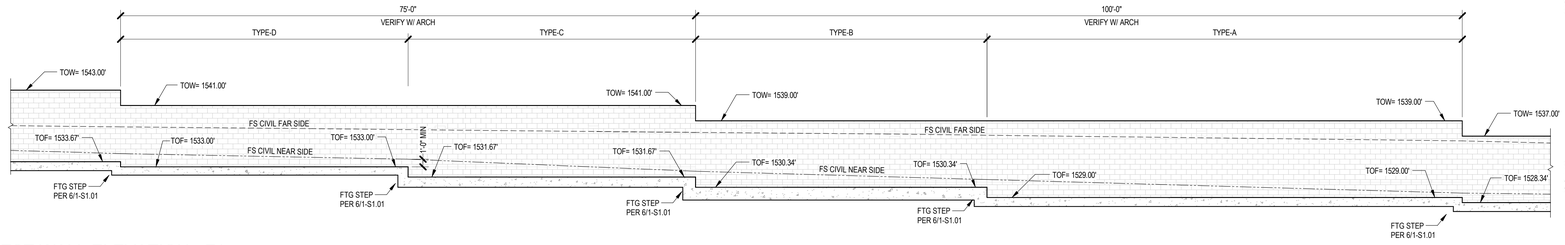
3 WEST WALL ELEVATION - E1

1/8" = 1'-0"



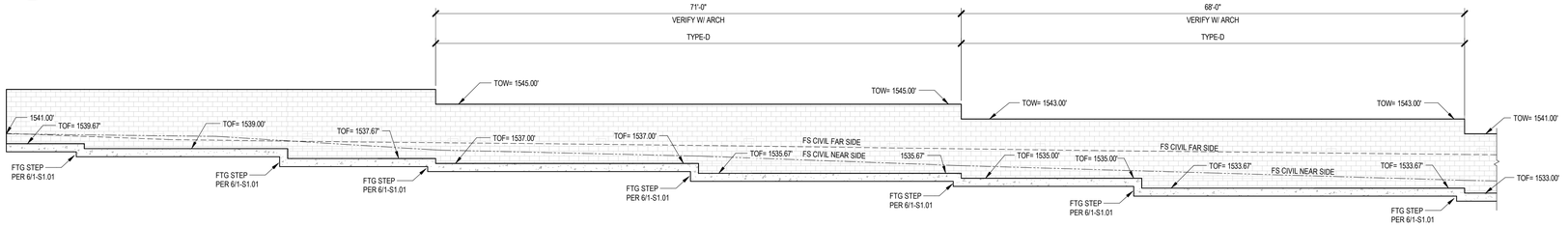
4 WEST WALL ELEVATION - E2

1/8" = 1'-0"



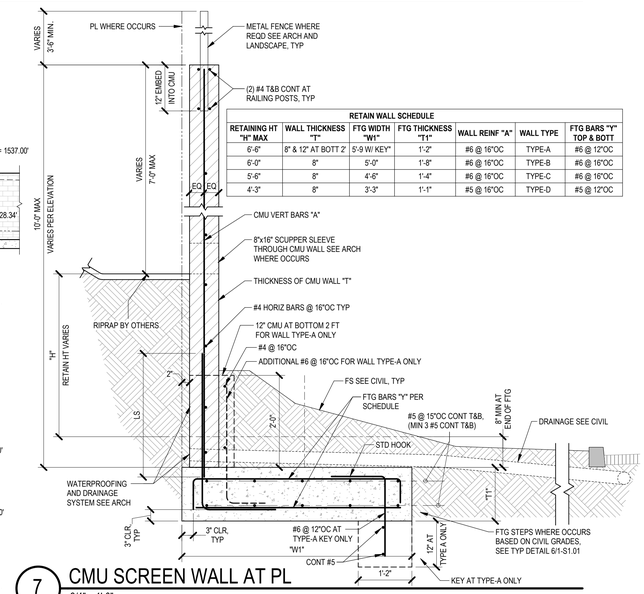
5 WEST WALL ELEVATION - F1

1/8" = 1'-0"



6 WEST WALL ELEVATION - F2

1/8" = 1'-0"



RETAIN WALL SCHEDULE

RETAINING HT "H" MAX	WALL THICKNESS "T"	FTG WIDTH "W1"	FTG THICKNESS "T1"	WALL REINF "A"	WALL TYPE	FTG BARS "Y" TOP & BOTT
6'-6"	8" & 12" AT BOTT 2'	5'-9 W/ KEY"	1'-2"	#6 @ 16"OC	TYPE-A	#6 @ 12"OC
6'-0"	8"	5'-0"	1'-8"	#6 @ 16"OC	TYPE-B	#6 @ 16"OC
5'-6"	8"	4'-6"	1'-4"	#6 @ 16"OC	TYPE-C	#6 @ 16"OC
4'-3"	8"	3'-3"	1'-1"	#5 @ 16"OC	TYPE-D	#5 @ 12"OC

7 CMU SCREEN WALL AT PL

3/4" = 1'-0"

BOULDER ASSOCIATES
300 SPECTRUM CENTER DR, SUITE 730
IRVINE, CALIFORNIA 92618
949.727.9000

REGISTERED PROFESSIONAL ENGINEER
JEFFREY ALAN FLOYD
S3525
CIVIL
STATE OF CALIFORNIA
SIGNED 10/17/2024

miyamoto.
1201 Dove St., Suite 230
Newport Beach, CA 92660
JOB NO. M02004043.00
T: (949) 579-1170
miyamotointernational.com

RIVCO FM#
R_RUHS_BH_HRV_SITE -
FM 0541-001-2596-0

BA PROJECT 225398.01

RUHS WELLNESS VILLAGE - SITE

20533 HARVILL AVENUE,
PERRIS CA 92570

CONSTRUCTION DOCUMENTS

DATE 3/13/2024

REVISIONS

#	DESCRIPTION	DATE
2	BULLETIN #2	09/23/2024
3	BULLETIN #3	10/21/2024

SHEET TITLE

WEST WALL ELEVATIONS

SHEET NUMBER

2 **1-S2.20** 2

©BOULDER ASSOCIATES

06/17/25, 2:55 pm **PPT230048**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT230048. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of General Plan Amendment No. 230008 (GPA230008), Change of Zone No. 2300030 (CZ2300030), and Plot Plan No. 230048 (PPT230048) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan (PPT) No. 230048 proposes to construct a 185,912 square foot (SF) concrete tilt up, non-refrigerated warehouse on 9.62 acres of vacant land designated as APN:317 260 017 and 317 260 018. The proposed Project would include one 176,912 SF warehouse with 23 dock doors and two 4,500 SF office spaces with mezzanines for a total square footage of 185,912 SF, with related landscaping, drainage basin, and parking. The Project site will be accessed via a shared driveway on Tobacco Avenue, will include 33 truck trailer parking spaces, and 126 parking spaces. The Project also includes dedication of approximately 0.90 acres for public right of way improvements to be built along Tobacco Road and Placentia Avenue, including a “multipurpose trail,” and off site utility improvements.

General Plan Amendment (GPA) No. 230008 is a proposal to change the General Plan Foundation Component and Land Use designation for two lots from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development – Business Park (CD-BP).

Change of Zone (CZ) No. 2300030 is a proposal to change the zoning classification from and Rural Residential (R-R-1) to Industrial Park (I-P).

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated 06/25/2025

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Exhibits (cont.)

Exhibit B (Elevations), dated 06/25/2025
Exhibit C (Floor Plans), dated 06/25/2025
Exhibit D (Details), dated 06/25/2025
Exhibit G (Grading Plan), dated 06/25/2025
Exhibit H (Line of Sight Analysis), dated 06/25/2025
Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 06/25/2025
Exhibit M (Material & Color Board), dated 06/25/2025
Exhibit P (Photometric Plan), dated 06/25/2025
Exhibit T(Truck Turning & Stacking) , dated 06/25/2025
Exhibit W (Wall & Fencing), dated 06/25/2025

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
   - National Pollutant Discharge Elimination System (NPDES)
     - Clean Water Act
     - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
   - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
   - Government Code Section 66020 (90 Days to Protest)
   - Government Code Section 66499.37 (Hold Harmless)
   - Native American Cultural Resources, and Human Remains (Inadvertent Find)
   - School District Impact Compliance
   - Current California Building Code (CBC)
   - Current California Fire Code Requirements
   - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
   - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
   - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Graffiti Abatement

Any graffiti painted or marked upon the premises or on any adjacent area under the control of the Project shall be removed and/or abated within 24 hours.

Advisory Notification. 7 AND - Hold Harmless

The applicant/permittee or any successor in interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT230048 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT230048 including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY’s Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Hold Harmless (cont.)

Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 8 AND - Mitigation Measures

Mitigation Measures from the project's Initial Study-Mitigated Negative Declaration have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project's Initial Study-Mitigated Negative Declaration.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS:
CODE/ORDINANCE REQUIREMENTS:
The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.
NOTE: The new updated 2022 California Building Codes will be in effect as of January 1st, 2023, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2023, will be subject to the new updated California Building Code(s).
PERMIT ISSUANCE:
Per section 105.1 (2022 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.
The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.
The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.
At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.
LIQUEFACTION
If this project is in an area with potential for soil liquefaction, per Section CBC Section 1803.5, a geotechnical assessment of this condition is required and, according to Section 1803, the assessment must be conducted by a licensed design professional. If the assessment indicates that the condition, if not corrected, would lead to structural defects, the assessment shall recommend corrective action which is likely to prevent structural damage.
Note: Per Section 1803.2, this assessment does not necessarily have to take the form of a full Soil Report. It

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

can take the form of a letter stating that the design professional of record for this project has assessed the site and has either provided corrective actions or that the specific site conditions do not warrant corrective action."
Flood Zones
If this project is in an area designated as a flood zone, the applicant will be required to contact the flood department for potential additional requirements, prior to the acceptance of building permit application(s). Requirements may include but be limited to: Flood elevation, flow velocity, high flow depth, scour depth, elevated pad or finish floor heights, and anchoring foundation systems. Where the proposed project is to be located in a high flow area within the flood zone, S.P.A. foundation plans may not be applicable, and an engineered foundation design would be required. Design parameter's necessary for the foundation system will be provided by the Flood Control Dept. The Riverside County Flood Control Department can be contacted @ (951) 955-1200 for further information.
HIGH FIRE SEVERITY ZONE
If this project is in A high fire zone area, CRC 337 OR CBC 7A shall apply.

E Health

E Health. 1 DEH-ECP COMMENT

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, Riverside County Department of Environmental Health – Environmental Cleanup Program (RCDEH-ECP) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

Fire

Fire. 1 Adverse Impact Mitigation - DIF

The Riverside County Fire Department, Fire Planning Division reviews proposed development projects throughout the county and its partner cities. Our evaluation focuses on ensuring compliance with departmental standards, including response times, existing fire station locations, equipment availability, and the anticipated impact on service requests resulting from these proposed developments.

Our department provides cooperative integrated regional fire protection services throughout Riverside County and its partner cities. The three closest Riverside County Fire Department and partner city fire stations by response times are as follows:

Fire Station 90 – 333 Placentia Avenue, Perris; it is approximately 4.05 minutes away.
Fire Station 101 – 105 South F Street, Perris; it is approximately 5.25 minutes away.
Fire Station 59 – 21510 Pinewood Street, Perris; it is approximately 5.48 minutes away.

This project will contribute to a cumulative adverse impact on the fire department's ability to provide an

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Adverse Impact Mitigation - DIF (cont.)

acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased number of structures, traffic, and population. These stations are currently operating at or above their optimal capacity. Generally, a station can sustain a maximum of around 3000 calls for service per year. To mitigate these impacts, the project will be subject to Development Impact Fees in accordance with the County's fee schedule.

If we can be of further assistance, please feel free to contact the Riverside County Fire Department, Office of the Fire Marshal, Fire Planning Division at (951) 955-4777 or rvcplanningsubmittals@fire.ca.gov.

Fire. 2 General Fire Department Advisory Comments

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2022 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.

These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Reference CFC 507.3.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4” x 2 ½” x 2 ½” (super hydrant). Reference CFC 507.5, CFC Appendix C and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 45 feet outside radius and 21 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 80,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

length shall be provided with a bulb turnaround at the terminus measuring a minimum of 45 feet outside radius and 21 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed (660 feet for Very High Fire Hazard Severity Zone and High Fire Hazard Severity Zone areas. 800 feet for Moderate Fire Hazard Severity Zone. 1,320 feet). Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC 503.1.2 and Riverside County Office of the Fire Marshal Guidelines.

6. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1.

7. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC 903.2 as amended by the County of Riverside.

8. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC 903.4 and CFC 907.2.

9. Unlimited Area Building - Based upon the building construction type and requirements of the California Building Code (CBC), 60 feet of open space (with some reductions permitted) may be required around the building. Consult with your architect for additional information. Reference CBC 507.

10. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC 503.4.1.

11. Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1.

12. Fire Department Access Doors – If high piled storage will be utilized in the building, Fire Department

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC 3206.7.

13. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC 105.4.1.

14. Emergency Responder Communication 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. Reference CFC 510.1 and Riverside County Office of the Fire Marshal Guidelines.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

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Planning

Planning. 3 Causes for Revocation

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 4 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 5 Construction Traffic Control

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site.

Planning. 6 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 7 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project’s grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 7 Fugitive Dust (cont.)

within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 8 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 9 Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.

2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.

4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (“MHDT”) and Heavy-Heavy Duty (“HHD”) trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.

5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.

8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in

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Planning

Planning. 9 Logistics/Warehouse – General/Operational Measures (cont.)

accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.

11. Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.

12. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

13. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

Planning. 10 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 11 No Resident Occupancy

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 12 Outside Storage

No outside storage is proposed as a part of this development proposal.

Planning. 13 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 14 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 14 Review Fees (cont.)

fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 15 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 16 Signage

A sign program is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Planning-CUL. 2 PDA 8407 Accepted

County Archaeological Report (PDA) No. 8407 submitted for this project (PPT230048) was prepared by BFSA Environmental Services, a Perennial Company and is entitled: "A PHASE I CULTURAL RESOURCES STUDY FOR THE THRIFTY OIL WAREHOUSE PROJECT", dated January 16, 2024.
PDA concludes: The Phase I cultural resources assessment for the Thrifty Oil Warehouse Project did not identify any cultural resources. However, the property is located in proximity to multiple prehistoric and historic resources and has been impacted by agricultural use, partial development, and clearing. These impacts typically remove evidence of surface scatters of cultural artifacts.
Therefore, given the past impacts to the property coupled with the frequency of resources within the one mile, the obstructed ground visibility during the survey, and the noted historic occupation of the property, there still remains potential for the inadvertent discovery of archaeological resources during grading. As such, a cultural resources Mitigation Monitoring and Reporting
Program (MMRP) is recommended as a condition of approval for this property, which should include the monitoring of all ground-disturbing activities within the property by an archaeologist and Native American monitor.
PDA recommends: As a condition of project approval, a MMRP is recommended to identify any cultural resources that may be uncovered during grading and, subsequently, to mitigate potential impacts to any discovered archaeological resources evaluated as significant.
These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

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Planning-CUL

Planning-CUL. 3 Unanticipated Resources (cont.)

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240009, submitted for the project PPT230048, was prepared by GEO Environmental Resources, Inc., and is titled “Geotechnical Engineering Exploration and Analysis, propose Commercial Building, 23641 Placentia Ave, Perris, CA”, dated February 8, 2024. In addition, GEO Environmental Resources, Inc. prepared “Response to County Geologic Report Review, proposed Commercial Building, 23641 Placentia Ave, Perris, CA” dated November 4, 2024. This document is herein incorporated as a part of GEO240009.

GEO240009 concluded:

1. There are no active faults below the subject property.
2. The site does not lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. The average ground water level is approximately 80 feet below existing ground surface.
4. The liquefaction potential of to cause damage to the structure is unlikely.
5.

GEO240009 recommended:

1. To develop a uniform sub-surface layer with increased support characteristics, following completion of the trees and vegetation removal, the proposed building area to be over-excavated to approximate depth of eight (8) feet below its proposed Rough Finished Grade (RFG) elevation or an equivalent of four (4) feet below the proposed foundation subgrade (whichever is lower in elevation).
2. To mitigate the future potential settlement, due to the presence of the collapsible soils, we are recommending that the proposed building pad be over-excavated to approximate depth of four (4) below bottom of its proposed footings grade.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

GEO240009 is hereby approved for Planning purposes associated with PPT230048.

Transportation

Transportation. 1 RCTD - USE - General Transportation Conditions

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.11.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - USE - General Transportation Conditions (cont.)

name of the public if not already accepted.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include a six-inch-wide curb with a twelve (12) inch wide walkway and shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.
In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

E Health

060 - E Health. 1 DEH- Health Clearance Not Satisfied

Provide C42 certifications for all Onsite Wastewater Treatment Systems/OWTS/septic systems at this site (observed previous structures on site, but no demolition permits). Ensure all components of each septic system are indicated on the called including the 100% expansion area. Ensure connections between structure(s) and OWTS are indicated on site plan. Please note that additional items may be required pending review of the above requested items. * *

Fire

060 - Fire. 1 Prior to Grading - Water Plans Not Satisfied

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Flood

060 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

060 - Planning. 1 Fee Balance Not Satisfied

Prior to grading permit issuance, the Planning Department shall determine if the deposit based fees for PPT230048 are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes Not Satisfied

Prior to grading permit issuance, the following measures shall be noted on grading plans and shall be complied with during grading operations:
1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.

2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar “off-road” construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.

3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.

4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers’ standards.

5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.

6. The surrounding streets shall be swept on a regular basis, to remove any construction related debris and dirt.

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

9. Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

10. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

11. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 (“Noise Ordinance”).

060 - Planning. 3 Logistics/Warehouse – Grading Traffic Control Plan Not Satisfied

Prior to grading permit issuance, a “Traffic Control Plan” shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

060 - Planning. 4 Parcel Merger Not Satisfied

Prior to the issuance of a grading permit, the applicant, in accordance with Ordinance No. 460, shall obtain an approved Parcel Merger (APN 317-260-017 and 317-260-018) establishing the site as one parcel. Documentation showing the recordation of the Parcel Merger shall be submitted to the Planning Department prior to issuance of the grading permit for PPT230048. The proposed parcels or parcels shall comply with all applicable development standards for the parcel's zone classification as provided in Ordinance No. 348.

060 - Planning. 5 Property Ownership (APN 317-260-018) Not Satisfied

Prior to the issuance of a grading permit, the applicant shall complete escrow and assume ownership of Parcel APN# 317-260-018. Additionally, the dwelling unit on APN 317-260-018 shall be removed/demolished with a demolition building permit. The applicant shall provide proof of the finalized demolition building permit prior to issuance of a grading permit.

060 - Planning. 6 SKR Fee Condition Not Satisfied

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 9.62 acres (gross) in accordance with APPROVED EXHIBIT NO. A.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Planning

Planning-CUL

060 - Planning-CUL. 1 ECS sheet (cultural) Not Satisfied

Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area will be protected and not disturbed in the future. This is confidential information and the exact nature of this area will not be called out on the grading plans.

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.
The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 3 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 Gen - Custom Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a grading permit, including permits for clearing, grubbing, and/or stockpiling, a pre-construction presence/absence survey for burrowing owl shall be conducted

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 Gen - Custom (cont.) Not Satisfied

by a qualified biologist and the results provided in writing to the Environmental Programs Division (EPD). The pre-construction survey shall cover the project site and any offsite improvements. If ground disturbance activities do not begin within 30 days of the survey a second survey must be conducted.
If it is determined that the project site is occupied by Burrowing Owls, take shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. Relocation of burrowing owls may only be approved outside of the nesting season (February 1 through August 31). A qualified biologist who holds an MOU with the County of Riverside must submit a relocation plan to EPD, California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service for review and approval prior to any relocation.

060 - Planning-EPD. 2 Gen - Custom Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. If nesting birds are discovered within the project site, the project's biologist shall mark a buffer around the nest. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, with no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Division of the Planning Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and the left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur. The project's biologist shall monitor the nest during construction activity to ensure no disturbance to the birds are occurring and shall have the authority to halt ground disturbing activities if they are impacting the nesting birds.

Prior to issuance of a permit for grading, including permits for clearing, grubbing, and/or stockpiling, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. The preconstruction survey shall cover the project site and any offsite improvements. In some cases, EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:
PRIOR TO ISSUANCE OF GRADING PERMITS:

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted for approval by the County Geologist prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
b. PRIMP must be accompanied by the final grading plan for the subject project.
c. Description of the proposed site and planned grading operations.
d. Description of the level of monitoring required for all earth-moving activities in the project area.
e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
j. Procedures and protocol for collecting and processing of samples and specimens.
k. Fossil identification and curation procedures to be employed.
l. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County “SABER Policy”, paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
m. All pertinent exhibits, maps, and references.
n. Procedures for reporting of findings.
o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.
p. All reports shall be signed by the qualified paleontologist responsible for the report’s content. All reports shall also be signed by all other parties responsible for the report’s content (eg. Professional Geologist), as necessary. A signed electronic copy of the report, project plans, and all required review applications shall be uploaded to the County’s PLUS Online System:

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

(https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 RCTD - USE - Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

060 - Transportation. 1 060 - Transportation - Grading - 12” Step-out adjacent to Not Satisfied

Grading - 12” Step-out adjacent to curb at the end of Parking spaces

The developer / permit holder shall verify the final grading plans show the 12” wide maintenance step-out adjacent to curb at the planters at the end of parking spaces.

060 - Transportation. 2 060 - Transportation - Grading - Enhanced Paving Not Satisfied

Grading - Enhanced Paving

Conceptual Grading and Landscape Plans show enhanced paving. The developer / permit holder shall verify the final grading plans show the enhanced paving.

060 - Transportation. 3 RCTD - USE - Annexation into a Maintenance District Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 3 RCTD - USE - Annexation into a Maintenance District Not Satisfied

Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.
(7) Trail.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

060 - Transportation. 4 RCTD - USE - Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer’s certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R’s, and submitting water improvement plans.

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 5 RCTD - USE - Coordination with Others Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from the following:

Coordinate with PPT220047 and the RUHS Wellness Village, located at the southwest corner of the intersection of Harvill Avenue and Placentia Street.

060 - Transportation. 6 RCTD - USE - Fee Credit or Reimbursement Not Satisfied

In order to be eligible for credit/reimbursement, the Project shall enter into a Fee Credit/Reimbursement agreement with the Transportation Department for constructing TUMF, RBBD, DIF, CFD facilities, after plans are approved and prior to advertisement. All work shall be preapproved and comply with the Transportation Department requirements and the public contracts code.

060 - Transportation. 7 RCTD - USE - Sight Distance Analysis Not Satisfied

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation. 8 RCTD - USE - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE:

1. Proposed gates shall be identified on the grading plans. Gates are to be located 35 FT from the flowline of the adjacent street.

or as approved by the Director of Transportation.

060 - Transportation. 9 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

Infiltration testing done on this project's site per the infiltration testing guidelines in the LID Handbook will be required during final engineering. Infiltration testing shall follow the infiltration testing guideline in the Santa Ana LID BMP Design handbook. The number of tests, the location, and depth of the test shall follow the guidelines.The infiltration test for the drywell will

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 9 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied

need to be done at the depth of the proposed well. The size of the BMPs are subject to change depending on the infiltration testing results.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines
Prehistoric Resources- One of the following treatments shall be applied.
a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

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70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom Not Satisfied

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1 Fire Department Building Construction Permit Review Not Satisfied

Submittal of construction plans to the Fire Department will be required. This will require a

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 Fire Department Building Construction Permit Review Not Satisfied

separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

080 - Fire. 2 Prior to permit - Fire Water and Access Not Satisfied

The required water system, including all fire hydrant(s), shall be installed, and accepted by the appropriate water agency and the Riverside County Fire Department prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Department to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary access. Approved water plans must be at the job site.

Flood

080 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 ALUC Conditions Not Satisfied

PPT230048 a proposal to construct a 185,912 square foot manufacturing building with office space on 9.89 acres, located on southerly of Placentia Street, easterly of Patterson Avenue, and westerly of Tobacco Road and also proposing to construct 151,440 square foot photovoltaic (PV) panel structures located on the rooftop of the proposed industrial building and eight Carport sunshades totaling 22,060 square feet located on the parking lot, and change the sites zoning from Rural Residential (R-R) to Industrial Park (IP), CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The Project will be required to comply with the following conditions issued by the Airport Land Use Commission on January 09, 2025:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
(a) Any use which would direct a steady light or flashing light of red, white, green, or amber

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 ALUC Conditions (cont.) Not Satisfied

colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer

stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(f) Hazards to Flight.

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

5. Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 ALUC Conditions (cont.) Not Satisfied

maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 151,440 square feet of solar panels on the proposed building rooftop and the eight Carport sunshades totaling 22,060 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic
control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 ALUC Conditions (cont.) Not Satisfied

10. The project has been evaluated to construct a 185,912 square foot manufacturing building with office space on 9.89 acres, 151,440 square foot photovoltaic (PV) panel structures located on the rooftop of the proposed industrial building and eight Carport sunshades totaling 22,060 square feet located on the parking lot, and also proposes to change the sites zoning from Rural Residential (R-R) to Industrial Park (IP). Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

080 - Planning. 2 CEQA Filing Not Satisfied

Prior to building permit issuance, the applicant shall confirm filing of an Notice Of Determination as applicable for the original entitlement application and filing of applicable filing fees.

080 - Planning. 3 Conform to Elevations/Floor Plans Not Satisfied

Elevations and Floor Plans of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B and the floor plans shown on APPROVED EXHIBIT C.

080 - Planning. 4 EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. Based on the parking spaces required (125) the applicant would be required to provide four- (4) EV parking spaces. The project will provide six- (6) EV parking spaces including one - (1) ADA van accessible space. A total of 20 EV capable spaces will be designated on site. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant’s site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 5 Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan. All lighting shall be shielded and directed downwards as to not cause light spillage into the ROW or neighboring properties.

080 - Planning. 6 Logistics/Warehouse – Building Plan Design Not Satisfied

Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:
1. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.

2. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 6 Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied

3. A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.

4. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

080 - Planning. 7 Logistics/Warehouse – Building Plan Notes Not Satisfied

Prior to building permit issuance, the following measures shall be noted on building plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.

2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar “off-road” construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.

3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.

4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers’ standards.

5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.

6. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

9. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

10. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 (“Noise Ordinance”)

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 8 Logistics/Warehouse – Building Traffic Control Plan Not Satisfied

Prior to building permit issuance, a “Traffic Control Plan” shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

080 - Planning. 9 Plans Showing Bike Racks Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project's parking (Site Plan) and landscaping plan submitted to the Planning Department for approval.

Commercial, office, service and other similar developments shall provide one (1) employee bicycle space for every twenty-five (25) parking spaces required, and one (1) patron or visitor bicycle space for every thirty-three (33) parking spaces required, with a minimum of four (4) bicycle spaces provided for the development. The bicycle spaces may include either Class I or Class II bicycle parking facilities. Based on the number of parking spaces provided (125) the applicant shall provide five (5) bicycle spaces.

080 - Planning. 10 Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

[ALUC approval shall be required for rooftop mounted solar panels related glare prior to building permit issuance based on their separate conditions of approval and determination of consistency for this project.]

080 - Planning. 11 Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 12 School Mitigation Not Satisfied

Impacts to the Val Verde School District shall be mitigated in accordance with California State law.

080 - Planning. 13 Wall/Fencing Plan Required Not Satisfied

A wall and fencing plan shall be submitted showing all wall and fence locations and typical

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 13 Wall/Fencing Plan Required (cont.) Not Satisfied

views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT W, APPROVED EXHIBIT L, and shall conform with the same standards as the approved wall/fence requirements for PPT220047.

Survey

080 - Survey. 1 RCTD - USE - Access Restriction Not Satisfied

Lot access shall be restricted on Placentia Street, with the exception of 50 FT WIDE OPENING located approximately 545 ft east of Tobacco Road.

Lot access shall be restricted on Tobacco Road, with the exception of 26 FT WIDE OPENING located approximately 255 ft south of Placentia Street.

Lot access shall be restricted on Tobacco Road, with the exception of 80 FT WIDE OPENING located approximately 660 ft south of Placentia Street.

080 - Survey. 2 RCTD - USE - Right-of-Way Dedication Not Satisfied

Sufficient public street right-of-way along Placentia Street on the project side shall be conveyed for public use to provide for a 53 ft half-width right-of-way per Modified Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tobacco Road on the project side shall be conveyed for public use to provide for a 39 ft half-width right-of-way per Standard No. 111, Ordinance No. 461.11.

or as approved by the Director of Transportation.

080 - Survey. 3 RCTD - USE - Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

080 - Survey. 4 RCTD - USE - Trail Easement Not Satisfied

Provide a 13 ft wide trail easement along the northern project boundary. The limits of the easement are the proposed driveway on Placentia Street and approximately 220 ft west of the

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 4 RCTD - USE - Trail Easement (cont.) Not Satisfied

driveway. The easement reduces in width as it tapers and parallels the curb on Placentia.

Transportation

080 - Transportation. 1 080 - Transportation - Landscape Inspection Deposit Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 080 - Transportation - Landscape Plot Plan/Permit Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the (stamped) approved grading plans; and,
4) Emphasis on native and drought tolerant species.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 080 - Transportation - Landscape Plot Plan/Permit Not Satisfied

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;
4) The use of canopy trees (24 inch box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 080 - Transportation - Landscape Project Specific Not Satisfied

Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:
a. Landscape screening shall be designed to ensure full, opaque, coverage up to a minimum height of (25) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
b. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
c. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
d. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of

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Transportation

080 - Transportation. 3 080 - Transportation - Landscape Project Specific Not Satisfied

age. All trees shall be double or triple staked and secured with non-wire ties.
e. Project shall prepare water use calculations as outlined in Ord 859.3.
f. Trees shall be hydrozoned separately.
g. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
h. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.
i. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
j. Project shall use County standard details for which the application is available in County Standard Detail Format regardless of maintenance responsibility except the project/area to be maintained by Valley-Wide Recreation & Park District.
k. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
l. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
m. Plant species shall meet ALUC requirements, if applicable.
n. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
o. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
p. Project shall use (50) Percent point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
q. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.
r. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
s. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
t. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 4 RCTD - USE - Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 RCTD - USE - Annexation into a Maintenance District Not Satisfied

(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.
(7) Trail.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 5 RCTD - USE - Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

080 - Transportation. 6 RCTD - USE - Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 6 RCTD - USE - Landscaping Design Plans (cont.) Not Satisfied

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.
A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 7 RCTD - USE - Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 8 RCTD - USE - Road Improvements (Plan) Not Satisfied

Improvements plans for the following roadways shall be submitted for review and approval.

[EXISTING MAINTAINED]
Placentia Street along the project is County-maintained road designated as a Secondary Highway, and shall be widened with AC Pavement to 6 in curb and gutter to be located 32 ft from centerline, within a 53 ft half-width dedicated right-of-way in accordance with Modified County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 ft sidewalk constructed adjacent to the curb line, and an 8 ft trail shall be provided.

Notes:
1. The trail to transition from the right-of-way to a 13 ft wide easement provided adjacent to the right-of-way. The transition to begin approximately 220 ft west of the proposed driveway on Placentia Street and transition back to the right-of-way east of the driveway.
2. The project is required to provide an eastbound right-turn lane approaching the driveway.
3. The driveway to be constructed in accordance with Modified Standard No. 207A, Ordinance No. 461.11.
4. Install a concrete cross gutter across Tobacco Road part-width pavement per the County Standard No 209.

[PART-WIDTH]
Tobacco Road along project boundary is a paved County maintained road and shall be widened with AC pavement to 6 in curb and gutter to be located 28 ft from centerline, with a part-width pavement section extending an additional 18 ft beyond centerline in accordance with

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8 RCTD - USE - Road Improvements (Plan) (cont.) Not Satisfied

County Standard No. 111 within a 69 ft part-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 ft sidewalk constructed adjacent to the curb line shall be provided.

Notes:
1. The project driveway to be constructed in accordance with Modified Standard No. 207A, Ordinance No. 461.11.
2. Provide a return with 6 in AC dike at the southwest corner Placentia Avenue intersection for public traffic to avoid crossing private property APN 317-260-004 and to avoid the proposed drainage inlet at the west side of the pavement.
3. Provide two AC pave driveways at existing resident's access to connect to Tobacco Road part-width pavement per the County Standard No. 206.
4. Provide a graded swale along the west side of the part-width pavement to capture and convey drainage flow to the proposed drain inlet at the southwest corner of Placentia Avenue intersection.
5. Install drainage facility to capture street runoff and avoid drainage flow onto Placentia Avenue and convey flow via storm drain lateral and discharge flow into an existing 36 in RCP along Placentia Avenue per Perris Valley MDP Lateral H-10.1, DWG. No. 4-1173.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

080 - Transportation. 9 RCTD - USE - TS/Geometrics Not Satisfied

The intersection of Tobacco Road (NS) at Placentia Street (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one shared through-right lane
Southbound: one shared left-through-right lane
Eastbound: one shared left-through-right lane
Westbound: one left-turn lane, one through lane

Notes:

1. Provide all-way-stop control.
2. Provide R3-1 and M4-4 signs for the eastbound approach to restrict all truck traffic.
3. Provide R3-2 and M4-4 signs for the northbound approach to restrict all truck traffic.
4. The following exhibit(s) may be required as part of the review of the street improvements plans.

- Truck turning template, sight distance, curb ramp and accessibility, and/or trail. The design of the street and intersection(s) shall address any conflicts that may arise from these exhibits, including those issues related to safety.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 9 RCTD - USE - TS/Geometrics (cont.) Not Satisfied

or as approved by the Transportation Department.

080 - Transportation. 10 RCTD - USE - Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.
_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

080 - Transportation. 11 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

Waste Resources

080 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at http://www.rcwaste.org/business/planning/design) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for 3 bins (trash, recyclable materials, and organics) and have adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) – Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. A copy of Form B can be found at (https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized,

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied

and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

A six-inch-wide curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a “Wet Signed” copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a “Wet Signed” copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a “Wet Signed” copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Fire

090 - Fire. 1 Prior to Final - Verification of Emergency Responder Not Satisfied

Emergency Responder Communication 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. Reference CFC 510.1 and Riverside County Office of the Fire Marshal Guidelines.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of six (6) accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense.

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 3 Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval and shall be installed in accordance with those plans.

090 - Planning. 4 Logistics/Warehouse – Signs Not Satisfied

Prior to Final Inspection, the following measures shall be implemented:
1. Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.

2. Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles. Additionally, there shall be signs posted stating " No Left Turns onto Placentia Avenue," at the entry and exit points .

3. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets. No truck repairs on the project site.

4. Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.

5. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and

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90. Prior to Building Final Inspection

Planning

090 - Planning. 4 Logistics/Warehouse – Signs (cont.) Not Satisfied

signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

6. Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.

090 - Planning. 5 Parking Paving Material Not Satisfied

A minimum of 125 parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 6 Parking Spaces Verification Not Satisfied

Prior to occupancy of any tenant improvement building permit, verification on implementation of the plan for parking and trailer stalls shall be provided to show that adequate standard vehicle parking will be provided on-site based on applicable parking rates.

090 - Planning. 7 Planning Environmental Justice Community Contribution Not Satisfied

The project site is within an area identified as an Environmental Justice Community (General Plan Land Use Element Figure LU 4 1, September 21, 2021). As such, the project developer agrees to provide the following community enhancements to help achieve the goals of the Healthy Communities Element policies:

1. The project will build a segment of a "Multi-Use Trail," beginning at the southeast corner of Tobacco Road and Placentia Avenue and continuing easterly on Placentia Avenue, along the frontage of the northern parcel to the Project site APN#s 317-260-017 & 317-260-018.
2. The project will contribute half of the total cost to build the "Multi-Use Trail," easterly on Placentia Avenue to Harvill Avenue, along the frontage of APN# 317-260-034.

090 - Planning. 8 Planning Site Inspection Not Satisfied

Prior to final inspection, the Planning Department shall conduct a final site inspection to confirm the Project (PPT230048) an Industrial Warehouse was constructed per the approved entitlement (i.e., landscaping, parking, design layout, etc.).

090 - Planning. 9 Renewable Energy Generation R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 10 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 11 Trash Enclosures Not Satisfied

One (1) trash enclosure (one for each building) which are adequate to enclose a minimum of two bins shall be located as shown on the APPROVED EXHIBIT A and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure{s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 12 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drought Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 RCTD - USE - Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 RCTD - USE - Complete Landscaping Installation (cont.) Not Satisfied
or as approved by the Director of Transportation.

090 - Transportation. 3 RCTD - USE - Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 4 RCTD - USE - Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

[EXISTING MAINTAINED]
Placentia Street along the project is County-maintained road designated as a Secondary Highway, and shall be widened with AC Pavement to 6 in curb and gutter to be located 32 ft from centerline, within a 53 ft half-width dedicated right-of-way in accordance with Modified County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 ft sidewalk constructed adjacent to the curb line, and an 8 ft trail shall be provided.

Notes:
1. The trail to transition from the right-of-way to a 13 ft wide easement provided adjacent to the right-of-way. The transition to begin approximately 220 ft west of the proposed driveway on Placentia Street and transition back to the right-of-way east of the driveway.
2. The project is required to provide an eastbound right-turn lane approaching the driveway.
3. The driveway to be constructed in accordance with Modified Standard No. 207A, Ordinance No. 461.11.
4. Install a concrete cross gutter across Tobacco Road part-width pavement per the County Standard No 209.

[PART-WIDTH]
Tobacco Road along project boundary is a paved County maintained road and shall be widened with AC pavement to 6 in curb and gutter to be located 28 ft from centerline, with a part-width pavement section extending an additional 18 ft beyond centerline in accordance with County Standard No. 111 within a 69 ft part-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 ft sidewalk constructed adjacent to the curb line shall be provided.

Notes:
1. The project driveway to be constructed in accordance with Modified Standard No. 207A, Ordinance No. 461.11.
2. Provide a return with 6 in AC dike at the southwest corner Placentia Avenue intersection for public traffic to avoid crossing private property APN 317-260-004 and to avoid the proposed drainage inlet at the west side of the pavement.
3. Provide two AC pave driveways at existing resident's access to connect to Tobacco Road part-width pavement per the County Standard No. 206.
4. Provide a graded swale along the west side of the part-width pavement to capture and convey drainage flow to the proposed drain inlet at the southwest corner of Placentia Avenue

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Transportation

090 - Transportation. 4 RCTD - USE - Road Improvements (Installation) (cont.) Not Satisfied

intersection.

5. Install drainage facility to capture street runoff and avoid drainage flow onto Placentia Avenue and convey flow via storm drain lateral and discharge flow into an existing 36 in RCP along Placentia Avenue per Perris Valley MDP Lateral H-10.1, DWG. No. 4-1173.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 5 RCTD - USE - Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 6 RCTD - USE - Utility Installation Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 7 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as

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90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

approved and verified through inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 2 Waste Reporting Form and Receipts Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT

Agenda Item No.
3.2
(ID # 26765)
MEETING DATE:
Wednesday, June 25, 2025

SUBJECT: GENERAL PLAN AMENDMENT NO. 230008 (GPA230008), CHANGE OF ZONE NO. 2300030 (CZ2300030), and PLOT PLAN NO. 230048 (PPT230048) – Adopt an MND (SCH No. 2025050128) under CEQA, Applicant: Thrifty Oil, Co. c/o Stephane Wandel – Engineer/ Representative: The Orden Company c/o Jaime Jones – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan – Rural Community- Very Low Density Residential (RC-VLDR) – Location: North of Water Ave., south of Placentia Ave., west of Harvill Ave., and east of Tobacco Rd. – 9.62 Gross Acres – Zoning: Rural Residential- one acre minimum (R-R-1) - REQUEST: General Plan Amendment No. 230008 proposes to change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP). Change of Zone No. 2300030 proposes to change the zone from Rural Residential (R-R-1) to Industrial Park (I-P). Plot Plan No. 230048 proposes to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres- APNs 317-260-017, 317-260-018- Project Planner: Krista Mason at 951-955-1722 or email at kmason@rivco.org.

PROPOSED PROJECT	
Case Number(s):	GPA230008, CZ2300030, PPT230048
Environmental Type:	Mitigated Negative Declaration
Area Plan No.	Mead Valley
Zoning Area/District:	North Perris Area
Supervisorial District:	First District
Project Planner:	Krista Mason
Project APN(s):	317-260-017; 317-260-018
Continued From:	

John Hildebrand
John Hildebrand, Planning Director 6/13/2025

PROJECT DESCRIPTION AND LOCATION

Plot Plan (PPT) No. 230048 proposes to construct a 185,912 square foot (SF) concrete tilt-up, non-refrigerated warehouse on 9.62 acres of vacant land designated as APN:317-260-017 and 317-260-018. The proposed Project would include one 176,912 SF warehouse with 23 dock doors and two 4,500 SF office spaces with mezzanines for a total square footage of 185,912 SF, with related landscaping, drainage basin, and parking. The Project site will be accessed via a shared driveway on Tobacco Avenue, will include 33 truck trailer parking spaces, and 126

parking spaces. The Project also includes dedication of approximately 0.90 acres for public right of way improvements to be built along Tobacco Road and Placentia Avenue, including a "multipurpose trail," and off-site utility improvements.

General Plan Amendment (GPA) No. 230008 is a proposal to change the General Plan Foundation Component and Land Use designation for two lots from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development – Business Park (CD-BP).

Change of Zone (CZ) No. 2300030 is a proposal to change the zoning classification for two lots from and Rural Residential (R-R-1) to Industrial Park (I-P).

The Project site is located North of Water Avenue, south of Placentia Avenue, west of Harvill Avenue, and east of Tobacco Road within the boundaries the Mead Valley community in unincorporated Riverside County.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

ADOPT PLANNING COMMISSION RESOLUTION NO. 2025-003 recommending adoption of General Plan Amendment No. 230008 to the Board of Supervisors; and

THAT THE PLANNING COMMISSION RECOMMEND THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

ADOPT a **MITIGATED NEGATIVE DECLARATION** (SCH No. 2025050128), based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 230008, amending the Land Use Designation for the subject property from Rural Community-Very Low Density Residential (RC-VLDR), to Community Development – Business Park (CD-BP), in accordance with the General Plan Land Use Exhibit; based on the findings and conclusions incorporated in the staff report, and pending the final adoption of the General Plan Amendment Resolution by the Board of Supervisors;

TENTATIVELY APPROVE CHANGE OF ZONE NO. 2300030 (CZ2300030), to change the zoning classification for the subject property from Rural Residential (R-R) to Industrial Park (I-P)

in accordance with the zoning exhibit, and based upon the findings and conclusions incorporated in the staff report, and pending the Change of Zone Ordinance adoption by the Board of Supervisors; and,

APPROVE PLOT PLAN NO. 230048 (PPT230048), subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA	
Land Use and Zoning:	
Existing General Plan Foundation Component:	Rural Community (RC)
Proposed General Plan Foundation Component:	Community Development (CD)
Existing General Plan Land Use Designation:	Very Low Density Residential (VLDR)
Proposed General Plan Land Use Designation:	Business Park (BP)
Policy / Overlay Area:	NONE
Surrounding General Plan Land Uses	
North:	Community Development: Business Park (CD:BP)
East:	Community Development: Business Park (CD:BP)
South:	Community Development: Business Park (CD:BP)
West:	Rural Community: Very Low Density Residential (RC:VLDR)
Existing Zoning Classification:	Rural Residential (R-R)
Proposed Zoning Classification:	Industrial Park (I-P)
Surrounding Zoning Classifications	
North:	Industrial Park (I-P), Manufacturing-Service Commercial (M-SC)
East:	Manufacturing-Service Commercial (M-SC)
South:	Industrial Park (I-P)
West:	Rural Residential – 1 Acre Minimum (R-R-1)
Existing Use:	Vacant Land and Residential Dwelling (MH)
Surrounding Uses	
North:	Industrial Warehouse

East:	Vacant Land (future Wellness Village)
South:	Vacant Land (approved warehouse entitlement 2024)
West:	Existing Residential Dwellings

Project Details:

Item	*Value*	*Min./Max. Development Standard*
Project Site (Acres):	9.62 Gross Acres (8.72 Net Acres)	20,000 sq ft lot size
Proposed Building Area (SQFT):	Total building: 185, 912 SF Warehouse: 176, 912 SF Office: 9,000 SF	N/A
Floor Area Ratio:	0.44	0.25-0.630
Building Height (FT):	Proposed height: 47 ft.	50 ft max.

Parking:

Type of Use	*Building Area (in SF)*	*Parking Ratio*	*Spaces Required*	*Spaces Provided*
Warehouse	176, 912 SF	1 per 2,000 sq ft	89	
Office	9, 000 SF	1 per 250 sq ft	36	
Standard/Compact Spaces				94
Accessible Spaces				6
Electric Vehicle Spaces				26
TOTAL:			**125**	**126**

Located Within:

City's Sphere of Influence:	Yes- City of Perris
Community Service Area ("CSA"):	Yes- CSA #152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes- Low
Subsidence Area:	Yes- Susceptible

Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes- Zone B
WRCMSHCP Criteria Cell:	Yes- Cell #2529
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes- Inside SKR Fee Area
Airport Influence Area ("AIA"):	Yes- March Air Reserve Base, C2

PROJECT LOCATION MAP

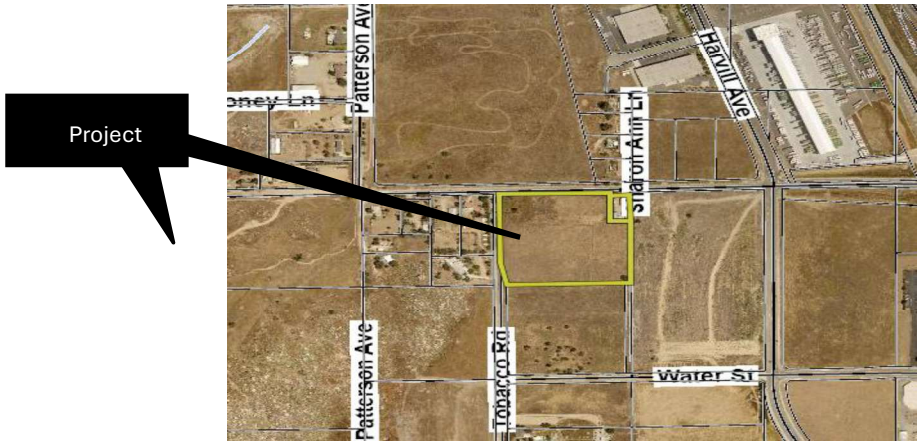

Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background:

The Project which includes case numbers - General Plan Amendment No. 230008 (GPA230008), Change of Zone No. 2300030 (CZ2300030), and Plot Plan No. 230048 (PPT23004) was submitted to the County of Riverside for review on December 07, 2023. The Project includes requests for a General Plan Amendment and Change of Zone to amend the General Plan Foundation Component, General Plan land use designation, and zoning classification for two lots. Additionally, a Plot Plan to establish industrial use of the site and to construct one 185,912 square foot (SF) concrete tilt-up, non- refrigerated warehouse on 9.62-acres (gross) / 8.68-acres (net) of vacant land. The Project site is comprised of two parcels designated as APN 317-260-017 and 317-260-018 on the southeast corner of Placentia Avenue and Tobacco Road in the unincorporated Mead Valley area of Riverside County. Currently,

parcel 317-260-017 is vacant and parcel 317-260-018 includes a single-family residence. The existing single-family residence will be demolished with implementation of the proposed scope of work, and new zoning classification of Industrial Park (I-P).

The proposed Project is designed to house one or more tenant(s), which have not been designated at this time, and will include one 176,912 SF warehouse, with two grade level doors, 23 dock high doors and two, 4,500 SF office spaces with mezzanines for a total square footage of 185,912, with related site landscaping, drainage basin, and 126 parking spaces for passenger vehicles. The building would be designed to include cool roofing, medium- and heavy-duty vehicle charging readiness, light-duty electric vehicle charging readiness and installed charging stations, skylights in at least one percent of the roof area, or equivalent LED efficient lighting, zero-emission classes of forklifts used on site by January 1, 2028, and zero-emission equipment with small off- road engines used on site, to the extent operationally feasible.

The Project also includes dedication of approximately 0.943 acres for public right of way improvements to be built along Tobacco Road and Placentia Avenue. Vehicular access to the Project site would be provided a shared driveway located on Tobacco Avenue with a secondary access at Placentia Avenue. Additionally, construction of 1,250 feet of multipurpose trail per modified County of Riverside Standard No 405 (18-feet in width). The trail will consist of 8-feet wide densified granite with a split rail equestrian fence separating an 8-feet wide parkway section, 2 feet of landscaping, and a 6-feet wide public sidewalk. The multipurpose trail will be constructed within the public right-of-way on the southerly side of Placentia Avenue from the southeasterly intersection of Tobacco Road to the intersection of Harvill Avenue. All vehicular access and circulation have been reviewed by the County's Transportation Department and found to be compliant with the applicable standards of development.

General Plan Consistency

Pursuant to the County's adopted General Plan, with additional guidelines from the Mead Valley Area Plan (MVAP) the Project site is currently designated Rural Community- Very Low Density Residential (RC: VLDR) and requires a General Plan Amendment to amend the land use designation to Community Development- Business Park (CD: BP). The Mead Valley Area Plan and the overall General Plan states that the Community Development: Business Park (CD: BP) land use designation is intended for employee intensive uses, clean industry and supporting retail use at an allowable Floor Area Ratio (FAR) and building intensity with a range of 0.25 to 0.60.

A project is consistent with the General Plan if it furthers, instead of obstructs the vision, General Planning Principles, or policies of the General Plan. The proposed use would be consistent with the Community Development: Business Park (CD:BP) General Plan land use

designation, as it would consist of clean industry. Therefore, the Project would be consistent with the following General Plan Land Use Element policies:

LU 30.1 *Accommodate the continuation of existing development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan land use maps.*

The proposed Project would comply with policy LU 30.1, as it would accommodate the new development of new industrial warehouse space within the designated land use area.

LU 30.4 *Concentrate industrial and business park uses in proximity to transportation and utilities, and along transit corridors.*

The proposed Project's location is in close proximity to transit with access to existing utilities. Project site access will be located along Tobacco Road and Placentia Avenue designated as in the General Plan. Additionally, the Project has direct access to the Interstate 215 Freeway (I-215) via Placentia Avenue.

As stated previously, the Project site is located within the Mead Valley Area Plan (MVAP). The area plan further clarifies the policies of the General Plan related to a specific community. The Industrial Development policies are applicable to the proposed Project, and are enumerated below:

MVAP 6.1 *In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.*

The Project proposes a building of 185,912 square which does not exceed the 200,000 square foot threshold; therefore, an Environmental Impact Report was not required pursuant to MVAP Policy 6.1 or the California Environmental Quality Act (CEQA). A Mitigated Negative Declaration (MND) was deemed appropriate for the Project's scope of work and analyzed several topic areas including air quality, traffic impacts, noise, etc. The MND concluded potentially significant impacts to Biological Resources, Cultural Resources, Paleontological Resources, and Tribal Cultural Resources. These environmental factors were found to be less than significant with mitigation incorporated.

MVAP 6.2 *A minimum 50 foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.*

The Project Site abuts vacant property to the south that has recently been entitled for an industrial use and is zoned Industrial Park (I-P) and the parcel which shares the eastern boundary line is zoned Manufacturing- Service Commercial (M-SC). To demonstrate compliance with MVAP Policy 6.2, The Project is designed with a building setback range of 41-47 feet on the northern property boundary and an approximate 20- 23 feet on the eastern boundary. An 11-foot-minimum and approximately 47-foot maximum varying landscape area is planned along the northerly property line and approximately 20 feet is provided along the easterly property line. Additionally, at the western boundary there is an approximately 77 foot setback, with a 10 foot minimum tree screen along Tobacco Road.

MVAP 11.1 *Maintain and improve the trails and bikeways system to reflect Figure 9, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.*

The subject property proposes the construction of 1,250 feet of multipurpose trail. The trail will consist of 8-feet wide decomposed granite material with a split rail equestrian fence separating an 8-feet wide parkway section consisting of 2 feet of landscaping and a 6-feet wide public sidewalk. The multipurpose trail will be constructed within the public right-of-way on the southerly side of Placentia Avenue from the southeasterly intersection of Tobacco Road to the intersection of Harvill Avenue.

MVAP 17.6 *Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.*

The property is located in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area and falls within Criteria Cell 2529. Nearby Multiple Species Habitat Conservation plan Parcels (MSHCP) have been listed and identified, which are primarily part of the SU-1 Motte/Rimrock Reserve. These parcels will not be impacted, and measures will be taken to ensure there are no future impacts. A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) evaluation for the proposed Project was prepared and submitted to Riverside County for review and processing. The Project is consistent with or would otherwise not conflict

with the MSHCP evaluation, findings and recommendations. No riparian or other sensitive vegetation is located on the site and the Project site is not a wildlife corridor nor located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. The proposed Project would not be a water-intensive use, and the Project's landscaping plan complies with County Landscaping Ordinance.

As demonstrated above, the Project is consistent with the General Plan Land Use Element and Mead Valley Area Plan.

Zoning Consistency

The current zoning classification for the project site's two lots is Rural Residential one- acre minimum lot size (R-R-1). The project site proposes to change the zone from Rural Residential (R-R) to Industrial Park (I-P). The change of zone from Rural Residential to Industrial Park will allow the proposed use, including "warehousing and distribution, including mini warehouses," and will be consistent with the General Plan Amendment to Business Park (BP). Uses and standards for the I-P Zone are enumerated in Article X of Ordinance No. 348. As proposed, the subject Project is found to comply with all standards of the I-P Zone (including structure heights and provision of parking, among others), with no variances or other deviations proposed. The proposed zoning is consistent with the surrounding zoning, to the north across Placentia Avenue, is a recently constructed industrial warehouse zoned Industrial Park (I-P), at the southern boundary the project site has been recently entitled for a similar facility and is zoned Industrial Park (I-P). At the east property line, the Project site abuts a parcel owned by the County of Riverside and the parcel is zoned Manufacturing- Service Commercial (M-SC). Specific findings detailing Project compliance are listed under "Development Standards Findings."

Healthy Communities Element (Environmental Justice) Mead Valley

The Project site is identified as an "EJ Community" pursuant to the Healthy Communities (Environmental Justice) Element of the Riverside County General Plan. Development proposed within EJ Communities must analyze and address eight broad topics under the categories of "Civic Engagement, Health Risk Reduction, Public Facilities and Other" and propose any of various measures intended to mitigate the potential for adverse development impacts to vulnerable communities. To comply with the intent and requirements of the Healthy Communities Element, the subject Project proposes the following enhancements to the site and broader community.

- A multipurpose trail segment (minimum width of 10 feet) to be constructed along the length of the Project site's Placentia Avenue frontage, extending segments to be constructed along Placentia Avenue and Harvill Avenue.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

An Initial Study (IS) and Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The Initial Study identified potentially significant impacts for the following environmental factors analyzed: Biological Resources, Cultural Resources, Paleontological and Tribal Cultural Resources; however, with the incorporation of mitigation measures the impacts were reduced to less than significant. Based on the Initial Study's conclusions, the County of Riverside determined that an MND is appropriate for the proposed Project pursuant to St6ate CEQA Guidelines. The IS/MND represents the independent judgement of Riverside County and the County has determined that with mitigation, there is not substantive evidence that the project would have a significant effect on the environment. The documents were circulated for public review on May 01, 2025, per the State Guidelines Section 15105. The public review period ended on May 21, 2025. All documents supporting the determination are located at the County of Riverside Department of Planning, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Three comment letters, two requests for technical data, one phone call and one letter of support were received during the public review timeframe. On May 12, 2025, a technical data request was received from the Golden State Environmental Justice Alliance (GSJEA). Subsequently, on May 19, 2025, correspondence was received from Blum, Collins & Ho, LLP a law firm on behalf of the Golden State Environmental Justice Alliance (GSEJA). The comment letter requested an EIR be prepared for the project site to evaluate the project as part of a larger development area. On May 13, 2025, a technical data request was received from South Coast Air Quality Management District (SCAQMD). Additionally, on May 21, 2025, a letter was received on behalf of the Center for Community Action and Environmental Justice (CCAEJ). The comment letter expressed concerns about the change of zone requested as part of application. Specifically, the change of zone from Rural Residential (R-R) to Industrial Park (I-P), stating this would create "a substantial shift in land uses," and depart from the Mead Valley Area Plan. One letter was received in support of the Project, and one phone call received requesting more information about the tentative hearing dates. A comment letter was subsequently received after the public circulation date from the Sierra Club Box Springs Group. The letter stated the MND was deficient on multiple areas and provided "detailed information in the letter to support the claim." Each were provided with responses, and the requests will be included with the Draft-Final MND. The document is attached as Exhibit "C," with the supporting Technical Appendices available online via the Planning Department's website at: https://planning.rctlma.org/environmental-notices-ceqa.

The Project proposes the construction of a warehouse building on a speculative basis with no specific tenant or use intended at this time. These types of buildings can be used for a variety of tenants and uses including, but not limited to distribution centers, e-commerce, and manufacturing. The ultimate tenant will have to comply with the Project conditions of approval and the analysis included within the Initial Study/Mitigated Negative Declaration. This may limit certain types of uses due to their scale, which might exceed what is proposed and what was analyzed in the Initial Study/Mitigated Negative Declaration. If any proposed uses exceed what the Project was permitted for and what was analyzed in the Initial Study/Mitigated Negative Declaration, further entitlement permitting and analysis pursuant to CEQA would be required.

FINDINGS AND CONCLUSIONS

In order for the County to approve a proposed project, the following findings are required to be made:

Land Use Findings:

1. The Project proposes to amend the General Plan foundation component and land use designation from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development-Business Park (CD-BP). The change from Very Low Density Residential to Business Park land use designation allows for a wide variety of industrial and related uses including employee intensive uses, research and development, technology centers, corporate offices, clean industry, warehousing, distributing centers and supporting retail use. The proposed industrial building will be utilized for warehousing and office use which is allowed in the BP land use designation (see Policy LU.30.1). The General Plan also states the following as it relates to industrial development: "industrial land aids in creating economic growth by providing jobs for local and area-wide residents, providing growth opportunities for new and existing businesses, and facilitating a tax base upon which public services can be provided. The goal of Riverside County is to provide attractive work environments that fit with the character of each community and are well served by convenient and adequate accessibility to multi- modal transportation options that bring jobs and housing in closer proximity to one another." As the proposed Project includes industrial and office space, the Project is consistent with the General Plan. To the south the applicant has an approved entitlement for an industrial warehouse of similar intensity and use. To the west is vacant land and single-family homes. To the east is currently being developed with the "Riverside County Wellness Village" which has a zoning of Manufacturing- Service Commercial (M-SC) and Interstate 215 (I-215). The building intensity for development within the BP land use designation range from 0.25 to 0.60 Floor Area Ratio (FAR). The FAR for the project is 0.44 which is consistent with the FAR range noted in the General Plan. The

Project is consistent with the current land use designation as shown in both the General Plan and the Mead Valley Area Plan. The Project site proposes a Change of Zone from the Rural Residential (R-R) to Industrial Park (I-P) zoning classification which is consistent with the Riverside County General Plan. The proposed project for an industrial warehouse is permitted in the I-P zone with an approved plot plan (Section 10.1.B.1.g.(2) of Ordinance No. 348). The Industrial Park (I-P) zone is also highly consistent with the proposed General Plan land use designation of Business Park (BP). Specific findings relating to the proposed use, including findings relating to the applicable development standards, are in the following separate sections for each entitlement listed below.

2. The Project site is located within an Environmental Justice (EJ) Community as identified in the Healthy Communities Element. Attached to this staff report is a checklist that evaluates the project's applicability and consistency with the Environmental Justice policies within the General Plan. The General Plan EJ policies address quality of life and environmental safety. The objectives of the policies are to increase civic engagement, reduce unique and compounded health risks, and prioritize improvements and programs for public facilities within the EJ Communities. The project addressed the EJ policies by including improvements, such as enhanced street improvements that include paving, installation of curb, gutter and sidewalk, landscaping, streetlights, a "multi-use trail," and monetary contribution to continue trail segment connectivity. These direct investments provide positive improvements to the community. As is shown in the checklist, the project is consistent with all applicable policies and therefore is consistent with this component of the General Plan.

Entitlement Findings:

General Plan Amendment Findings (GPA230008):

The following findings shall be made prior to making a recommendation to grant a General Plan Amendment, pursuant to the provisions of the Riverside County General Plan and Zoning Ordinance 348 (Land Use):

1. A Foundation Component General Plan Amendment (FC-GPA) are required to justify modifying the General Plan and Land Use Designation. This justification is based on substantial evidence that the modifications do not conflict with the overall Riverside County Vision, and that they would not create an internal inconsistency among the elements of the General Plan:

a. The proposed FC-GPA addresses a new circumstance:
A General Plan amendment is required to expand basic job opportunities (permanent jobs, exclusive of any jobs created by construction of the project itself) that contribute

directly to the County's economic base and that would improve the ratio of jobs-to-workers in the County in that the development pattern in Mead Valley, surrounding the Interstate 215 Freeway, has transitioned from residential to warehousing and offices to take advantage of freeway accessibility, and so implementation of the Amendment to Community Development: Business Park would continue an existing pattern, while providing an opportunity (through concurrent approval of a new warehouse at the Project site) to expand the County's permanent local employment base in conformance with policies of the General Plan and Mead Valley Area Plan.

b. *Riverside County Vision Statement Element of the Riverside General Plan:*
The Riverside County Vision Statement is a series of 12 subject areas identified as important to the County and includes both past accomplishments as well as goals for creating a sense of place and community. Within the broader subject areas, the Vision Statement provides a more detailed listing of both the County's values as well as specific expectations for the built environment, intended to act as a guide to property owners, developers and decisionmakers.

The subject Project is consistent with and does not involve a change in or conflict with the Riverside County Vision in that it proposes development that will create additional jobs for local employment, while increasing the tax base through new property and other taxes. According to Vision Statement No. 6 -Employment of the General Plan, gainful employment is stipulated as a basic individual need and value, that a growing and diversified job base is desirable, and within which County residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of the economy.

c. *Internal Consistency within the surrounding area:*
The FC-GPA would bring the Project site into compatibility with the surrounding land uses, implementing consistency with General Plan goals. The surrounding land uses consist of industrial uses of similar intensity and size including an approved entitlement for a warehouse with logistics/distribution uses to the immediate south, and the Riverside County "Wellness Village," zoned Manufacturing- Service Commercial to the east. The proposed Industrial Park zoning classification would continue an evolving development pattern in Mead Valley - including recently approved Land Use/zoning changes and warehouses in the vicinity of the Project site. Additionally, the project would provide infrastructure improvements of curb, gutters, and sidewalks for roadways along the subject property with connectivity to existing projects in the area, including a "multi-purpose trail".

Change of Zone Findings (CZ2300030):

Change of Zone No. 2300030 is a proposal to change the project site's Zoning Classification from Rural Residential (R-R) to Industrial Park (I-P):

1. The requested Change of Zone does not involve a change in or conflict with:

    a. *The subject Project is consistent with and does not involve a change in or conflict with the Riverside County Vision* in that it proposes development that will create additional jobs for local employment, while increasing the tax base through new property and other taxes. As stated above, according to Vision Statement No. 6 -Employment of the General Plan, gainful employment is stipulated as a basic individual need and value, that a growing and diversified job base is desirable, and within which County residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of the economy.

    b. *Any General Planning Principle set forth in General Plan Appendix B*: VII.(C.1) Economic Development Principles; Commerce and Industrial Development: Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, are appropriate for this County, provide attractive and well landscaped work environments, and fit with the character of our varied communities.

2. *The proposed change would not be detrimental to the health, safety or general welfare of the community, as the proposed change* will allow the land use and implement the Project which will enhance the community benefits by including improvements, such as enhanced street improvements that include paving, installation of curb, gutter and sidewalk, landscaping, and streetlights, a "multi-use trail," and monetary contribution to continue trail segment connectivity. These direct investments provide positive improvements to the community.

3. *The change of zone is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat,* because a Habitat Evaluation and Acquisition Negotiation Strategy (HANS) evaluation for the proposed Project was prepared and submitted to Riverside County for review and processing (HAN240008). The Project is consistent with or would otherwise not conflict with the MSHCP evaluation, findings and recommendations. No riparian or other sensitive vegetation is located on the site and the Project site is not a wildlife corridor nor located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. The proposed Project would not be a water-intensive use, and the Project's landscaping plan complies with County Landscaping Ordinance.

4. *The proposed project is compatible with surrounding land uses, as the surrounding land uses consist of* industrial uses of similar intensity and size including an approved entitlement for a warehouse with logistics/distribution uses to the immediate south recently rezoned to Industrial Park, and the Riverside County "Wellness Village," zoned Manufacturing-Service Commercial to the east. The proposed Industrial Park zoning classification would continue an evolving development pattern in Mead Valley - including recently approved land use/zoning changes and warehouses in the vicinity of the Project site

   Change of Zone No. 2300030 is found to comply with all applicable standards of development, and accordingly, all findings can be made to recommend for approval as proposed.

Plot Plan Findings (PPT230048):

The following findings shall be made pursuant to the provisions of the Riverside County Land Use Ordinance No. 348:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County detailed previously in the Land Use findings above. The Project site is proposed to be amend from Rural Community: Very Low Density Residential (RC: VLDR) to Community Development: Business Park (CD: BP) in the Riverside County General Plan. The Plot Plan proposes the construction of one building designed for warehouse, distribution, and/or manufacturing purposes; as well as various other industrial uses, offices, and professional sales and services. These general uses are consistent with the Business Park land use designation of the General Plan since these uses are specifically listed as anticipated uses for this designation in the General Plan.

2. The overall development of the land shall be designed for the protection of the public health, safety, and general welfare. As detailed in the Project's Initial Study/Mitigated Negative Declaration Report, all impacts are either considered to have no impact, less than significant or less than significant with the incorporation of mitigation measures. These impacts were analyzed, and feasible mitigation incorporated in the Initial Study (MND) and through this project to reduce these impacts to a less than significant level. The Project prepared a Health Risk Assessment which determined that impacts from the Project's emissions on the surrounding residents would be within typical acceptable levels and would be less than significant. Conditions of approval incorporated for the Plot Plan will further ensure that public health, safety and general welfare are protected.

3. The proposed use conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property, in that the General Plan land use designations for adjacent properties include Business Park to the north, and south with Business Park and Light Industrial land use designations to the east. The land immediately to the west is currently vacant but has been considered for Industrial use. Furthermore, this area within Mead Valley has been proposed and/or developed with similar land uses, given the proximity to existing warehouse distribution centers and the major freeway in the immediate area.

4. That plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. Access to the Project site for both trucks and passenger vehicles is proposed via two driveways from Tobacco Road and one driveway from Placentia Avenue. The Project's conceptual grading plan also addresses site drainage. As part of the Project, dedication of approximately 0.943 acres for public right of way improvements to be built along Placentia Avenue and Tobacco Road as well as off-site utility improvements to accommodate access and circulation. Road improvements are proposed to widen and pave Placentia Avenue along the Project frontage, from Tobacco Road to approximately 600 feet easterly. Improvements include paving, installation of curb, gutter, and sidewalk (28-foot half street improvements) plus 18-feet width. Additionally, road improvements are proposed to pave and widen Tobacco Road to approximately 600 feet southerly from the intersection of Placentia Avenue. Construction of 1,250 feet of multipurpose trail per Riverside County Transportation Standard No. 405, (18-feet in width), consisting of 8-feet wide densified granite with a split rail equestrian fence separating an 8-feet wide parkway section consisting of 2 feet of landscaping and a 6-feet wide public sidewalk. The multipurpose trail will be constructed within the public right-of-way on the southerly side of Placentia Avenue from the southeasterly intersection of Tobacco Road to the intersection of Harvill Avenue.

Development Standards Findings:

Development standards for the Project's proposed Industrial Park (I-P) Zone are enumerated in Section 10.4 of Ordinance No. 348 and listed below. As proposed, the project is found to comply with all standards of development, with no requested variances or deviations:

A. *The minimum lot size shall be 20,000 square feet with a minimum average lot width of 100 feet.*

The proposed Project includes two parcels. Parcel 1 (APN 317-260-017) measures 412,077 square feet and Parcel 2 (APN 317-260-018) measures 18,730 square feet which combined would be a total 9.89 gross acres. The minimum average width of both lots combined would demonstrate consistency with both standards.

B. *The maximum height of all structures, including buildings, shall be 35 feet at the yard setback line. Any portion of a structure that exceeds 35 feet in height shall be set back from each yard setback line not less than two feet for each one foot in height that is in excess of 35 feet. All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet for buildings, or 105 feet for other structures is specifically permitted under the provisions of Section 18.34. of this ordinance.*

The subject project proposes the construction of one, new industrial warehouse to stand at a range of 41-47 feet. The maximum height would be 47 feet. The minimum setback for the building is proposed as (approximately) 140 feet to the east and 41-47 feet at the northern boundary, consistent with the requirement.

C. *A minimum 15 percent of the site shall be landscaped, and automatic irrigation shall be installed.*

As proposed, approximately 16 percent, or 60,911 square feet would be comprised of landscaping, consistent with the standard.

D. *A minimum 25-foot setback shall be required on any street. A minimum ten-foot strip adjacent to the street line shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular accessways. The remainder of the setback may be used for off-street automobile parking, driveways or landscaping.*

As proposed, the subject project would provide a minimum building setback (approximately) 140 feet to the east and 40-47 feet at the northern boundary, and at the western boundary a 77 foot minimum setback, consistent with the requirement.

E. *The minimum side-yard setback shall equal not less than ten feet for the two side lot areas combined.*

As proposed, the subject project would provide a minimum building setback (approximately) 140 feet to the east and 41-47 feet at the northern boundary, consistent with the requirement.

F. *The minimum rear yard setback shall be 15 feet.*

As proposed, the subject project would provide a minimum building setback (approximately) 140 feet to the east boundary or rear property line, consistent with the requirement.

G. *A minimum 50-foot setback shall be required on any boundary where the industrial property abuts a residential or commercially zoned property. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.*

The Project does not abut residentially zoned lots. The Project Site abuts APN 317-260-16 and 15 adjacent to the south which has a zoning classification of Industrial Park (I-P) and APN 317-260-034 on the east, is zoned Manufacturing- Service Commercial (M-SC). Therefore, the Project conforms with this development standard.

H. *Parking, loading, trash and service areas shall be screened by structures or landscaping. They shall be located in such a manner as to minimize noise or odor nuisance. Block walls or other fencing may be required.*

Loading areas for the building and trash and other service areas are proposed within the designated loading and parking areas. The Project proposes screen walls around the loading areas and trash enclosures that would provide screening for trash service areas.

I. *Outside storage shall be screened with structures or landscaping. Landscaping shall be placed in a manner adjacent to the exterior boundaries of the area so that materials stored are screened from view. If a non-screened exhibit of products is proposed, it shall be part of the industrial park plot plan and shall be set back at least ten feet from the street line.*

The Project as proposed does not include outside storage. However, a condition of approval has been included that should such activity be proposed in the future, any such activity and/or improvements to the building or site shall be designed in accordance with the standards above.

J. *Automobile parking shall be provided as required by Section 18.12. of this ordinance.*

The subject project proposes a total of 126 parking stalls (including both standard and compact designs) - exceeding the required minimum of 125 stalls – in addition to storage for 33 truck trailer stalls, consistent with requirements of Section 18.12.

K. *All new utilities shall be underground.*

In compliance with the standard above a condition of approval (90-Planning – Underground Utilities) has been included as a standard condition, enumerating all new utilizes for the subject Project are proposed underground.

L. *All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.*

As proposed, all rooftop mechanical equipment (including future, typical condensers standing six feet in height and denoted as silhouettes on building elevations) will be screened by the structure's parapet, in compliance with the standard. Additionally, a condition of approval has been added to ensure compliance with this standard.

M. *All signs shall be in conformance with Article XIX of this Ordinance.*

No signage is approved under the submitted Project, and a condition of approval has been included that all signage shall be reviewed under separate submittal.

N. *All lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.*

A Lighting Plan and associated Photometric Analysis has been submitted, and which detail all proposed fixtures (both building and ground-mounted) and their operational performance once installed. Standards for lighting are detailed in Ordinance No's. 655 and 915. Following review of the plans, staff finds that all proposed lighting elements would comply with the enumerated development standards. Staff reviewed these elements including quantity, types and general location on the building and property, and would not result (after installation) in excessive glare or offsite spillage.

Other Findings:

1. The project site is located within Criteria Cell 2529 of the Western Riverside County Multiple Species Habitat Conservation Plan. This project fulfills the plan requirements. The property is located in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area and falls within Criteria Cell 2529. Nearby Multiple Species Habitat Conservation plan Parcels (MSHCP) have been listed and identified, which are primarily part of the SU-1 Motte/Rimrock Reserve. These parcels will not be impacted, and

measures will be taken to ensure there are no future impacts. A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) evaluation for the Proposed Project was prepared and submitted to Riverside County for review and processing. There is approximately 29.69 acres of native scrub within Criteria Cell 2529 that would meet the goals of conserving between 8.70 (5%) and 24.25 (15%) acres of habitat. These acres lie outside of the Project Site boundaries to the west and is the portion of the Cell desired for acquisition. The western acreage is also closest to the existing conserved lands. The County will provide conditions of approval reflecting HANS compliance measures. The Project is consistent with or would otherwise not conflict with MSHCP Section 3.3.13 evaluation, findings and recommendations. No riparian or other sensitive vegetation is located on the site and the Project Site is not a wildlife corridor nor located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. The Proposed Project would not be a water-intensive use, and the Project's landscaping plan complies with County Ordinance No. 859.3, "Water Efficient Landscape Requirements".

2. The project site is located within the City of Perris Sphere of Influence. This project was provided to the City of Perris for review and comment. No comments were received either in favor or opposition of the project.

3. The project site is located within the March Air Reserve Base, Zone C2, Airport Influence Area ("AIA") boundary and is therefore subject to the Airport Land Use Commission ("ALUC") review. The Project was reviewed by ALUC for compliance with standards enumerated in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Following analysis and a hearing conducted on January 09, 2025, ALUC determined that the Project was "consistent" with all applicable requirements and provided conditions of approval.

4. In accordance with requirements of (Assembly Bill) AB 52 and (Senate Bill) SB 18, notice was forwarded to several local Tribes on January 08, 2024. There was no response from the Ramona Band of Cahuilla, the Cahuilla Band of Indians, Pala Band of Mission Indians, Colorado River Indian Tribes, Quechan Indian Nation, Twenty-Nine Palms Band or the Santa Rosa Band of Cahuilla Indians. Responses were received from the Yuhaaviatam of San Manuel Nation, Morongo Band of Mission Indians, Rincon Band of Luiseno Indians, Pechanga Band of Luiseno Indians, Agua Caliente Band of Cahuilla Indians and the Soboba Band of Luiseno Indians.

   The following tribes requested consultation:

- Morongo Band of Mission Indians: Requested consultation on February 07, 2024; process concluded on February 24, 2025.

- Rincon Band of Luiseno Indians: Requested consultation on January 22, 2024; process concluded January 31, 2024.

- Pechanga Band of Mission Indians: Requested consultation on January 30, 2024; process concluded the same day.

- Agua Caliente Band of Cahuilla Indians: Requested consultation on April 8, 2022; process concluded August 22, 2022

- Soboba Band of Mission Indians: Requested consultation on February 08, 2024; process concluded February 24, 2025.

No specific impacts to Tribal Cultural Resources were identified during the consultation process and accordingly no impacts would result with implementation of the proposed Project. However, to anticipate the potential for discovery of unforeseen resources, the following mitigation measures and conditions of approval have been included:

- **MM-TCR-01**: Human Remains- If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. The Project shall comply with CA Health and Safety Code Section 7050.5, stating that in the event human remains are encountered, no further disturbance may occur until the County Coroner has made the necessary findings as to origin of the remains. The Project shall comply with CA Public Resources Code Section 5097.98 (b), stating that discovered remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made.

- **MM-TCR-02**: Unanticipated Resource. The Project shall address any unanticipated cultural resources discoveries during Project construction, and accordingly a condition of approval has been included which dictates procedures to be followed should any unanticipated cultural resources be identified during ground disturbing (grading or similar) activities.

- **MM-TCR-03**: Native American Monitor. An adequate number of Native American Monitors shall be on-site during all initial ground disturbing activities.

5. The Project site is located within Zone "B" of the Palomar Observatory Zone and proposes lighting. As detailed elsewhere in this report, all lighting fixtures – including type, quantity, and location have been reviewed and found to comply with applicable standards enumerated in Ordinance No's. 655 and 915.

6. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of $500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of onsite mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

Fire Findings:

Pursuant to County records, the Project site is located within a designated "Very High" Fire Hazard Zone, and accordingly both the site and proposed building have been designed in compliance with the 2019 CA Fire Code (CFC), including requirements for fuel modification, use of particular building materials, and provision and location of varied infrastructure. The proposed Project has been reviewed by the County's Fire Department and as proposed, been found to comply with all applicable Fire Code standards. Fire protection and suppression services will be available for the project through Riverside County Fire Department. Fire Station No. 59 (Mead Valley) at 21510 Pinewood Street, Perris is located 1.80 miles to the west of the project site.

Conclusion:

For the reasons discussed above, the facts in the record and analysis, the subject Project, as designed and conditioned, is found to conform to all applicable requirements of the Riverside County General Plan, Mead Valley Area Plan, I-P zone, all implementing County Ordinances, and applicable requirements of State law. Staff finds that, as proposed, the Project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 1000 feet of the project site.

As of the writing of this report, Planning Staff has received one written communication in support of the Project and one phone call requesting more information.

ATTACHMENTS

Exhibit A-Draft Planning Commission Resolution No. 2025-003
Exhibit B-GIS Exhibits (Land Use, Zoning, Vicinity Map)
Exhibit C-Project Exhibits
Exhibit D-GPA and CZ Exhibits
Exhibit E-Draft-Mitigated Negative Declaration (MND)
Exhibit F-Draft Advisory Notification Document and Conditions of Approval
Exhibit G-Environmental Justice Checklist
Exhibit H- Public Correspondence
Exhibit I – ALUC Approval Letter

** Supporting Technical Appendices for the Draft-Final MND are available for review online at: https://planning.rctlma.org/environmental-notices-ceqa

THERMAL RANCH
SPECIFIC PLAN 401

August 2025

DRAFT

Prepared For:
County of Riverside
Applicant:
Thermal Ranch, LLC.
Prepared By:
MSA Consulting, Inc.





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COUNTY OF RIVERSIDE

Board of Supervisors

Kevin Jeffries, Vice Chair (1st District)
Karen Spiegel, Supervisor (2nd District)
Chuck Washington, Supervisor (3rd District)
V. Manuel Perez, Supervisor (4th District)
Jeff Hewitt, Chair (5th District)

Planning Commission

Shade Awa, Commissioner (1st District)
David Leonard, Chair (2nd District)
Gary Thornhill, Vice Chair (3rd District)
Bill Sanchez, Supervisor - (4th District)
Eric Kroencke, Chair (5th District)

County Staff

John Hildebrand, Planning Director
Russell Brady, Planning Director
Add Team Members

CONSULTANT TEAM

Project Manager

Magana Consulting Services, LLC.
P.O. Box 1283
Indio, Ca 92202
(760) 831-3215
Martin Magana

Civil Engineering / Planning / Entitlements

MSA Consulting, Inc.
34200 Bob Hope Drive
Rancho Mirage, CA 92270
Christopher Brizuela
(760) 320-9811

Architect

WHA, Inc.
680 New Port Center Drive, Suite 300
Newport Beach, Ca 92660
(949) 250-0607
Julia Malisos

EIR Consultant

Terra Nova Planning & Research, Inc.
42635 Melanie Place, Suite 101
Palm Desert, CA 92211
760-341-4800
Nicole Criste, John D. Criste

Legal Counsel

Stowell, Zeilenga, Ruth, Vaughn & Treiger LLP.
4590 E. Thousand Oaks Blvd. Suite 100
Westlake Village, CA 91362
(805) 446-1496
James Vaughn

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CHAPTER I: INTRODUCTION & SETTING



1.1 Executive Summary

The Thermal Ranch Specific Plan (Specific Plan) is an approximately 622-acre equestrian-oriented development located within the unincorporated community of Thermal, in Riverside County, California. This Specific Plan will provide for a mix of uses centered around a 231-acre equestrian center and related show facilities, including barns, stables, arenas, and related equestrian facilities and services. Surrounding this central facility are various supporting uses including areas for neighborhood commercial, resort and hospitality development along with a range of residential housing types such as large single-family estate lots, traditional detached and attached neighborhoods and horse park workforce housing. This Specific Plan will establish site-specific development standards, land use regulations, and programs to guide the development of the property in a manner that is consistent with the Riverside County General Plan while also maintaining flexibility to respond to changing conditions that factor in any long-term development. The Specific Plan implements all applicable elements of the General Plan and includes detailed information about the site's master plan and infrastructure improvements such as circulation, water, sewer, grading and drainage design. This Specific Plan is organized in six chapters, as described below:

Chapter 1, Introduction & Setting: This section provides an overview of the document, the project setting and history, legislative authority for the Specific Plan, entitlement process and other contextual information.

Chapter 2, Master Plans: This section describes the primary master plan components required for further development of the property. These include land use, circulation, open space and recreation, water and sewer, and grading and drainage.

Chapter 3, Planning Area Standards: This section provides development standards applicable within the Specific Plan area.

Chapter 4, Design Guidelines: This section establishes the design guidelines applicable within the Specific Plan area.

Chapter 5, Administration : This chapter describes the procedures for administration and implementation of the Thermal Ranch Specific Plan.

Chapter 6, Specific Plan Zoning This section establishes the allowable uses and development standards applicable within the Specific Plan area.

1.2 Purpose and Intent

This Specific Plan is intended to guide future development and use of land within the Thermal Ranch Specific Plan boundary, including the establishment of site-specific development standards and regulations. The Specific Plan is intended to ensure quality development consistent with the goals, objectives, and policies of the County of Riverside General Plan.

This document has been prepared pursuant to California Government Code Section 65450, which grants local governments the authority to prepare specific plans as a systematic means of implementing their General Plan. California Government Code Sections 65450 through 65454 establishes the authority to adopt a Specific Plan, identifies the required contents of a Specific Plan, and mandates consistency with the General Plan.

Per California Government Code Section 65451, a specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- The specific plan shall include a statement of the relationship of the specific plan to the general plan.

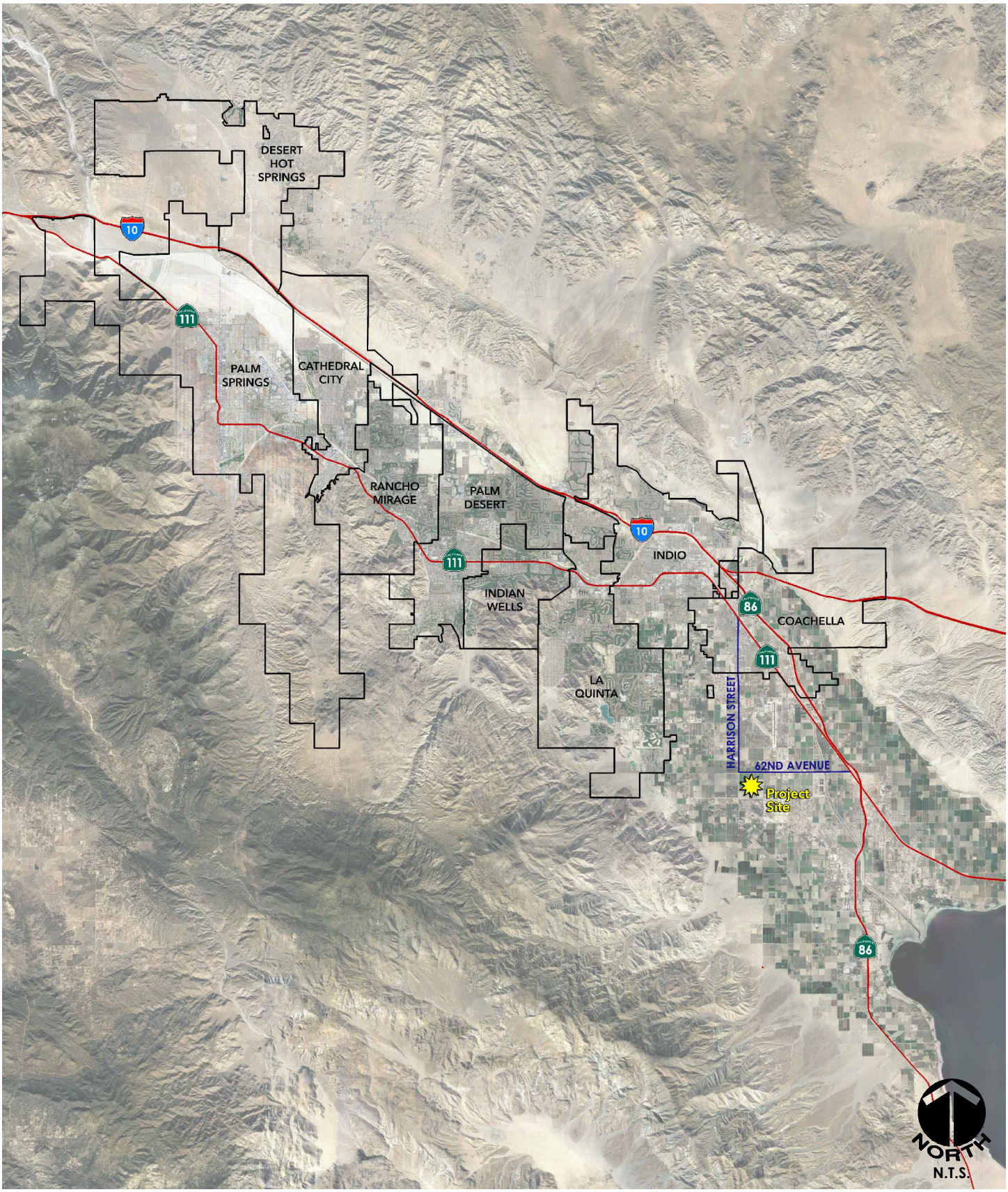
This Specific Plan defines the location, type and amount of development allowed within the Specific Plan area consistent with all requirements for Specific Plans identified in State Planning and Land Use Law as listed above and Sections 2.8-2.10 of the Riverside County Zoning Ordinance 348 (Ordinance 348).

1.3 Project Location & Site Characteristics

As shown on Figure 1.1, *Regional Location Map*, the Specific Plan is situated in the eastern portion of the Coachella Valley in Riverside County California within the unincorporated community of Thermal. The project is accessible from State Highways 86 and 111 via 62nd Avenue from the east and Harrison Street from the north (both two-lane paved public roads). The Specific Plan area totals approximately 620 acres (APNs 751-020-002,003, 006, & 007) Figure 1.2, *Vicinity Map*, depicts the physical setting of the property.

In its current condition the site consists entirely of undeveloped level land as shown on Figure 1.3, *Existing Conditions.* The site contains various agricultural buildings and structures along with well site infrastructure. Existing drain tiles and pipes are dispersed throughout the site from current agricultural use. Overhead pole lines run along the frontage of Ave 64 and a portion of Ave 62. A 25 ft drainage channel right-of-way owned by the Coachella Valley Water District adjoins the southerly boundary of the site on Ave 64.

Site topography slopes from the northwest to southeast with higher elevations ranging from 370 along the northwest corner of the property boundary to a low elevation of 350 along Ave 64 to the southeast. The project site borders Ave 62 to the north, Harrison Street to the west, Ave 64 to the south, and Tyler Street to the east. All permitter streets are currently paved 2-lane roads except for Ave 64 which is currently undeveloped along frontage of the southerly project boundary.

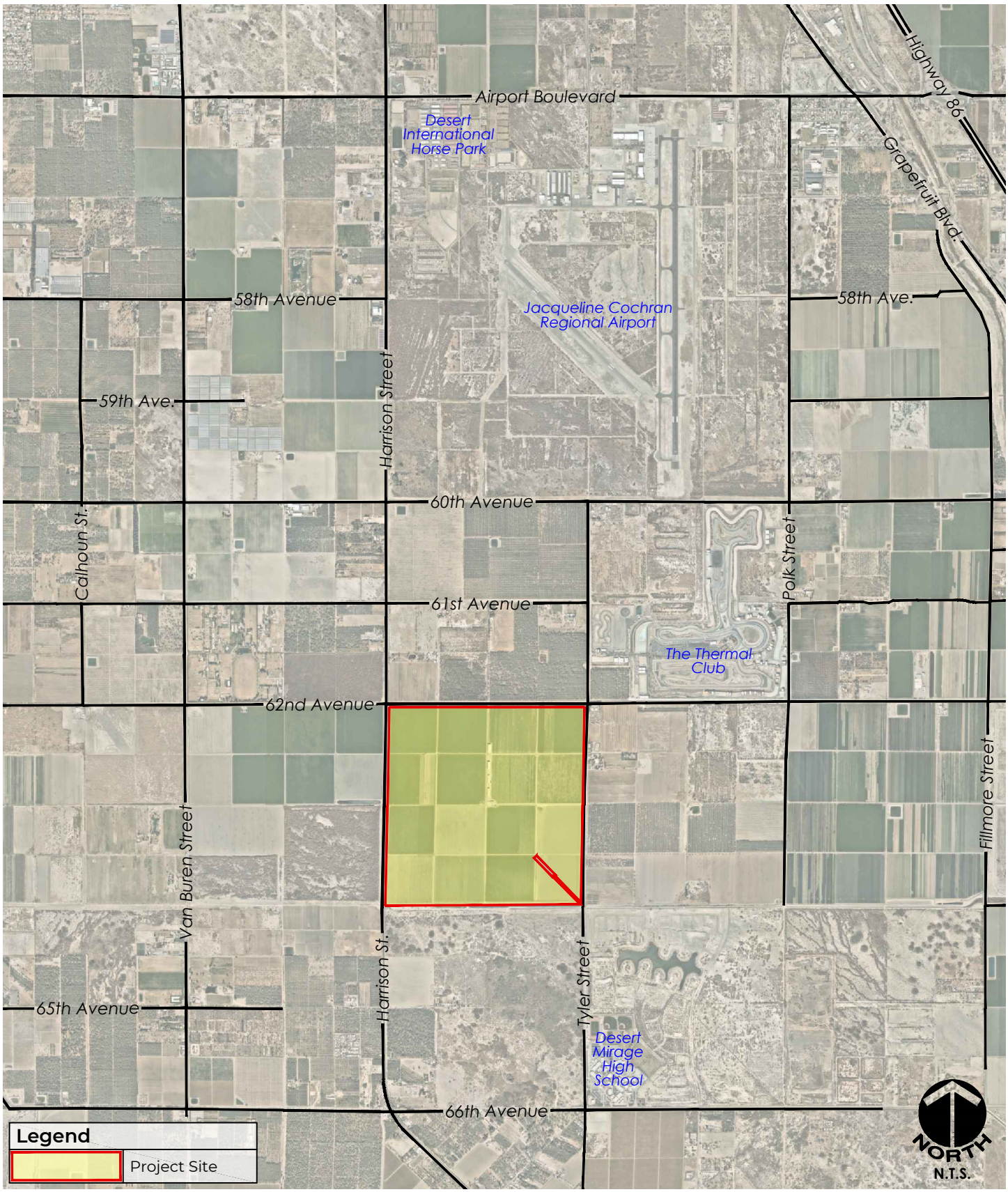


Source: Unincorporated Area of Riverside County

Exhibit Date: September 16, 2025

REGIONAL LOCATION MAP

FIGURE 1.1



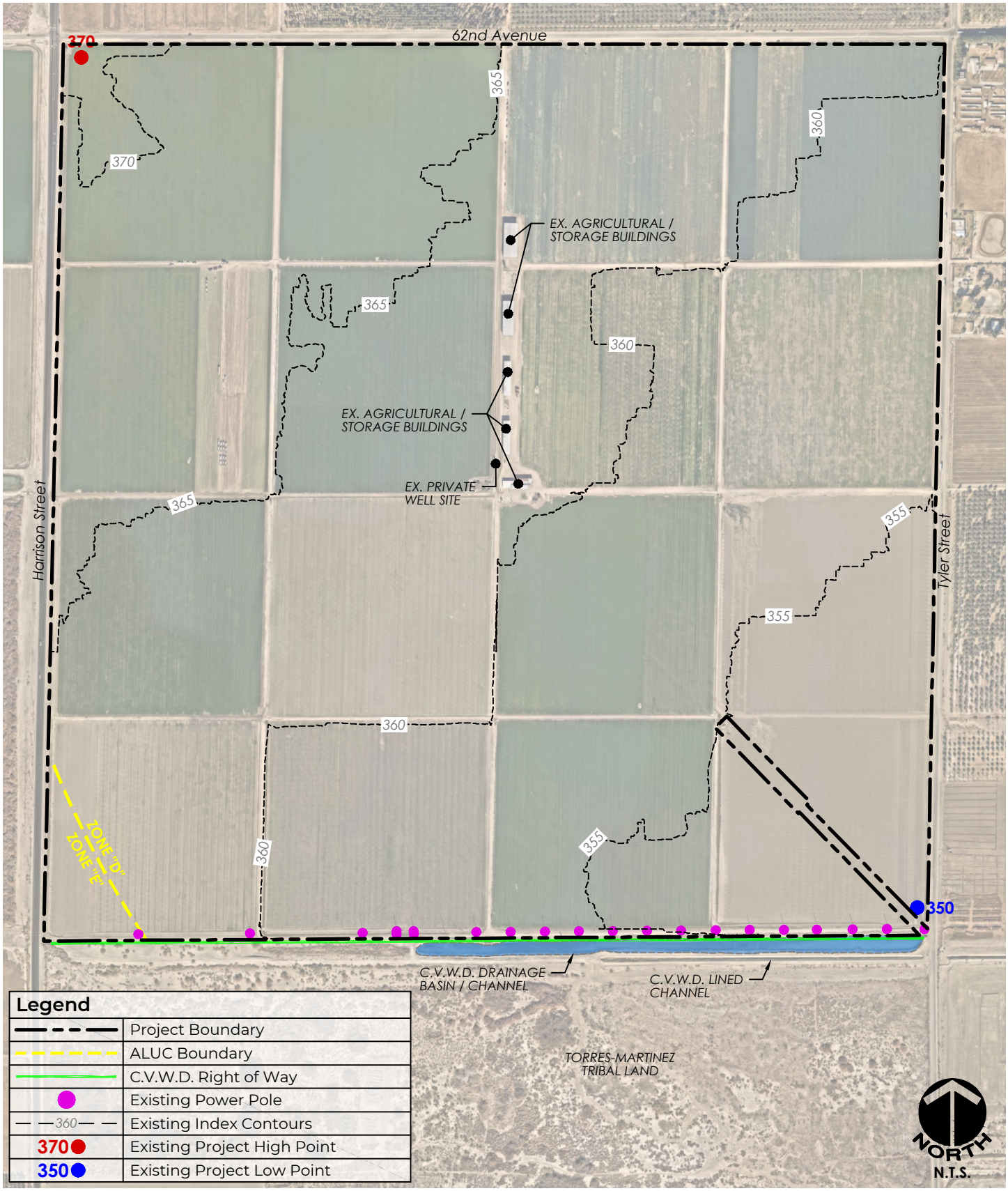
Source: Unincorporated Area of Riverside County

Exhibit Date: September 16, 2025

VICINITY MAP

FIGURE 1.2

MSA CONSULTING, INC.
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

EXISTING CONDITIONS

FIGURE 1.3

1.4 Regulatory Setting

Riverside County General Plan

The County of Riverside General Plan (General Plan) establishes the County's policy relative to the planned future pattern, intensity, density, and relationships of land uses in the County and the various infrastructure systems needed to effectively support those land uses. More focused policies that address specific regional and local issues are further refined through "area plans" and "community plans." This Specific Plan implements the General Plan by bringing detailed policies and regulations together into a focused development plan for the Specific Plan area. It serves as a link between the General Plan, the Eastern Coachella Valley Area Plan, the Vista Santa Rosa Community Plan, and subsequent development proposals within the Specific Plan area. This Specific Plan is a regulatory document which, when adopted by the County Board of Supervisors, will govern all facets of project development including the distribution of land uses, the location and sizing of supporting infrastructure, as well as the development standards and regulations that apply to the project.

Eastern Coachella Valley Area Plan (ECVAP)

The Thermal Ranch Specific Plan is located within Riverside County's Eastern Coachella Valley Area Plan. The Eastern Coachella Valley Area Plan serves as an extension to the County of Riverside General Plan and focuses on preserving the unique features of the valley while also setting forth standards and guidelines for future growth. The ECVAP is intended to help preserve the rural, agricultural, and open space character of the Eastern Coachella Valley, while also allowing for growth in desirable areas to bolster economic development and opportunities for the local communities.

Vista Santa Rosa Community Plan (VSRCP)

The Vista Santa Rosa Community Plan (VSRCP) is a community plan with an established set of design guidelines. The plan is intended to preserve the agricultural, rural, and equestrian focused character of the Eastern Coachella Valley, while also facilitating economic development and growth opportunities for the local communities. While the Thermal Ranch Specific Plan is not located within the VSRCP boundary, it is themed to reflect the rural/agricultural heritage of the Eastern Coachella Valley similar to the VSRCP.

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The CVMSHCP is a regional conservation plan that will ultimately protect over 240,000 acres of open space and 27 species in the Coachella Valley. The CVMSHCP includes both incorporated and unincorporated County land and covers a diverse landscape. The plan's goals are to preserve the Valley's native desert wildlife and system of open space, trails and reserves, in addition to safeguarding habitat linkages and wildlife corridors. The MSHCP is based on a regional ideal for balanced growth that preserves the Coachella Valley's diverse desert landscape while supporting opportunities for recreation, tourism and job development. The Project is not located in a Conservation Area designated for preservation but is within the CVMSHCP Mitigation Fee area to fund acquisition of priority habitat.

Thermal Oasis Community Council

The Thermal Ranch Specific Plan falls within the boundary of the Thermal Oasis Community Council (Council). The Council serves as an advisory community to the Riverside County Board of Supervisors (BoS) on various community issues and new development proposals within the Council's boundaries. The County encourages new development projects to meet with the Council as part of community engagement process prior to a project being heard at the Riverside County Planning Commission or Board of Supervisors.

Airport Land Use Compatibility Plan (ALUCP)

The Thermal Ranch Specific Plan is located within the influence area of the Jackie Cochran Regional Airport and airport land use compatibility Zones "D" and "E" as shown on Figure 1.3, *Existing Conditions.* The Zone D and E designations are considered the least restrictive compatibility zones. Land use, density/intensity, building height and other restrictions associated with the zones are outlined in the 2004 Riverside County Airport Land Use Compatibility Plan (RCALUCP). Airport Land Use Commission (ALUC) consistency review is required when a project is located within an Airport Influence Area and a local jurisdiction processes a legislative action such as a General Plan Amendment, Plot Plan, or Specific Plan. Per the RCALUCP "the basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A." For reference, Table 2A has been attached to this Specific Plan as Appendix A. The ALUC will review the Specific Plan for compatibility with this table as part of the entitlement process.

County of Riverside Climate Action Plan (CAP)

The County of Riverside Climate Action Plan identifies programs and actions to reduce Greenhouse Gas Emissions (GHG). Mitigation of GHG emissions impacts during the development review process of projects provides one cost-effective way of implementing the GHG reduction strategies for reducing community-wide emissions associated with new development projects. CEQA requires the assessment of environmental impacts for proposed projects, including the assessment of GHG emissions. The County has Integrated the reduction measures identified in the CAP into the CEQA development review process as the first step in determining how a proposed project will implement the GHG reduction measures within the CAP. The CAP includes checklists (CAP Checklist) used to evaluate consistency of new development with the CAP. CAP checklists were prepared for this Specific Plan as part of the CEQA analysis and show that the project is consistent with the CAP. These checklists assign points for each design feature included in a development project, such as electric vehicle charging infrastructure and Title 24 requirements, that will reduce GHG emissions. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features identified in these checklists allow maximum flexibility and options for how development projects can implement GHG reduction measures. Projects that achieve at least 100 points, such as the Thermal Ranch project, are consistent with the reduction quantities anticipated in the County's CAP. In addition, Policy R2-CE1 in the CAP requires onsite renewable energy generation to meet 20% of energy demand for commercial and multi-family uses and 30% for single-family homes. Individual projects proposed within the Specific Plan Area will meet this requirement through a combination of on-site solar panels, battery storage and/or other feasible renewable energy technologies.

1.5 Development Concept



The Thermal Ranch Specific Plan proposes to develop a high-quality, approximately 622-acre, master-planned, equestrian lifestyle community within seven (7) distinct Planning Areas centered around a world-class equestrian center.

The equestrian center contains approximately 231 acres and will serve as the focal point of the Thermal Ranch development providing a new home to the Desert International Horse Park. This catalyst facility will bring world-class competitions, Olympic-level facilities, boarding, training, commercial retail, and dining options to the property. Horse owners and others who want a unique equestrian lifestyle have the convenience of housing near the facility where they can train, exercise and compete with their animals. Equestrian services and amenities located onsite include, but not limited to, barns, stables, covered arenas, event areas, riding fields, farrier/veterinarian services, RV and trailer parking, and back of house uses.

The center will be designed with an extensive internal network of horse trails and golf cart/walking paths to limit and control vehicular/horse interactions. Other than golf carts, motor vehicles are prohibited inside the equestrian center except those needed for deliveries, maintenance and emergency purposes, Parking fields are provided at the periphery of the horse park so visitors can park and walk into the equestrian center to attend show events.



Surrounding the equestrian center will be a mix of residential neighborhoods, including single-family homes (attached and detached), large rural estate lots, employee workforce housing providing a variety of housing options and neighborhoods within the Thermal Ranch community. Each of these neighborhoods is planned with direct connections to the golf cart and walking paths within the equestrian center, allowing residents to fully access the center's amenities, services, and events without exiting the property.

Neighborhood commercial uses will provide convenient retail access, amenities, and services to the Thermal Ranch development and local community while resort condominiums and hotel uses are proposed to provide hospitality options for visitors at the equestrian center. These uses will allow for

convenient pedestrian and golf cart access, including controlled connection points into the equestrian center

As summarized above, this Specific Plan is intended to allow for a variety of uses to create a master-planned and integrated equestrian community. For a comprehensive list of allowable densities and maximum unit capacity, see Section 2.1, Land Use, for more information. For a comprehensive list of allowed uses and development standards, refer to Chapter 5 of this Specific Plan. Chapter 4 provides design guidelines and development standards to ensure quality project is built consistent with the Goals and Policies of the County of Riverside General Plan. This Specific Plan intends to provide a degree of flexibility of use and design so that implementing entitlements can respond to market demand factors. The Thermal Ranch Specific Plan will amend the development regulations of County Zoning Ordinance 348 to facilitate a unique and comprehensive master planned development strategy for the project.



1.6 Project Objectives

Various issues were considered and evaluated during the preparation of this Specific Plan. Engineering feasibility, water efficiency, General Plan goals, and compatibility with surrounding land uses were considered during the planning process. In order to ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic contribution of this development, unique project objectives were established as follows:

- Develop a high-quality master planned equestrian community and world-class equestrian center that will ensure equestrian sports continue in the Thermal area.
- Develop an integrated community that allows equestrians, residents, and workers to live, work, and recreate within the project.
- Develop a thoughtfully planned and integrated project to allow for a variety of uses including but not limited to residential, neighborhood and tourist commercial uses that compliment and support the equestrian center

- Provide a variety of housing options including estate residences, traditional single family homes (attached and detached), modular homes, and RV parks to promote housing diversity and choices within the project and provide housing for people working or otherwise associated with the equestrian center.

- Provide a comprehensive land use plan that establishes development standards, land use regulations, and programs to guide the orderly transition/development of the property and enhances connectivity with the surrounding community.

- Provide commercial amenities for residents and visitors of the project and surrounding communities, including enhancing access to fresh food choices.

- Accommodate phasing that provides for multi-year project development in an orderly and environmentally efficient manner.

- Provide flexible development regulations that allow future projects to be entitled quickly and easily in response to market demand and evolving design needs.

- Establish design guidelines, development regulations, use standards and procedures that result in cohesive and attractive landscape and architectural treatments.

- Provide a safe and efficient circulation system.

- Provide a safe and efficient network of golf-cart and pedestrian paths.

  Provide water, sewer, drainage systems and other utilities to adequately service the project.

- Promote quality development consistent with the goals and policies of the County of Riverside General Plan.

- Promote development that integrates the principles of SB 1383 in a practical way to improve community health and support resilient local economies.

1.7 Utility & Service Providers

This Specific Plan is within the service area of the utility and service providers as listed in Table 1.2.

TABLE 1.2
UTILITY & SERVICE PROVIDERS

UTILITY/SERVICE	AGENCY	ADDRESS	PHONE
Sewer	CVWD	75-525 Hovley Lane, Desert, CA. 92211	760.398.2651
Water	CVWD	75-525 Hovley Lane Palm Desert, CA. 92211	760.398.2651
Natural Gas	SCG	P.O. Box 3150 San Dimas, CA. 91773	877.238.0092
Electric	IID	333 E. Barioni Blvd. Imperial, CA 92251	760.339.9379
CATV	Spectrum	44-425 Town Center Way Ste H Palm Desert CA 92211	760.340.2225
Police	Riverside County	73-705 Gerald Ford Dr. Palm Desert, CA 92211	760.863.8990
Fire	Riverside County	77-933 Las Montanas Rf., Ste 201 Palm Desert, Ca 92211	760.863.8886
Telephone	Frontier Comm.	401 Merritt 7 Norwalk CT, 06851	800.921.8101
Solid Waste	Burrtec	53600 Polk St. Coachella, Ca 92236	760.340.2113

1.8 CEQA

The project is subject to the requirements of the California Environmental Quality Act (CEQA) and an Environmental Impact Report (EIR) was prepared for the project in conformance with CEQA guidelines.

The EIR evaluated potential environmental impacts associated with the development as described in this Specific Plan and included mitigation measures to reduce those impacts wherever possible. The mitigation measures will be applied to all applicable components of the project as it is developed. The EIR will apply to all subsequent implementing entitlements proposed within the Specific Plan boundary. Future implementing projects that conform with the Specific Plan would be covered under the project EIR.

CHAPTER 2: MASTER PLANS

2.1 Land Use

The Thermal Ranch Specific Plan will create a master-planned community centered around a world-class equestrian center. The project would allow up to 285,000 square feet of commercial building space, 1,362 dwelling units, 150 hotel keys, and 320 recreational vehicle spaces on approximately 622 gross acres.

Land Use Plan

The project is divided into six (6) Planning Areas, each with a distinct land use, as depicted in Figure 2.1, *Land Use Map*, the exhibit is accompanied by Table 2.1, *Land Use Summary,* a statistical tabulation of uses and square footages allowed within the project.

TABLE 2.1
LAND USE SUMMARY [1]

Planning Area	Land Use	Acres	Residential DUs	RV Spaces	Commercial Sq. Ft.	Hotel Keys
PA1	Commercial Tourist	223.1			85,000	
PA2	Very Low Density Residential	191.3	132			
PA3	Medium High Density Residential	69.3	390 [2]			
PA4a	Highest Density Residential	18.4	500			
PA4b	Commercial Tourist	23.0		320		
PA5	Commercial Tourist	53.7	340		50,000	150
PA6	Commercial Retail	20.8			150,000	
	Perimeter ROW	16.8				
TOTALS		**619.1**	**1,162-1,362**	**320**	**285,000**	**150**

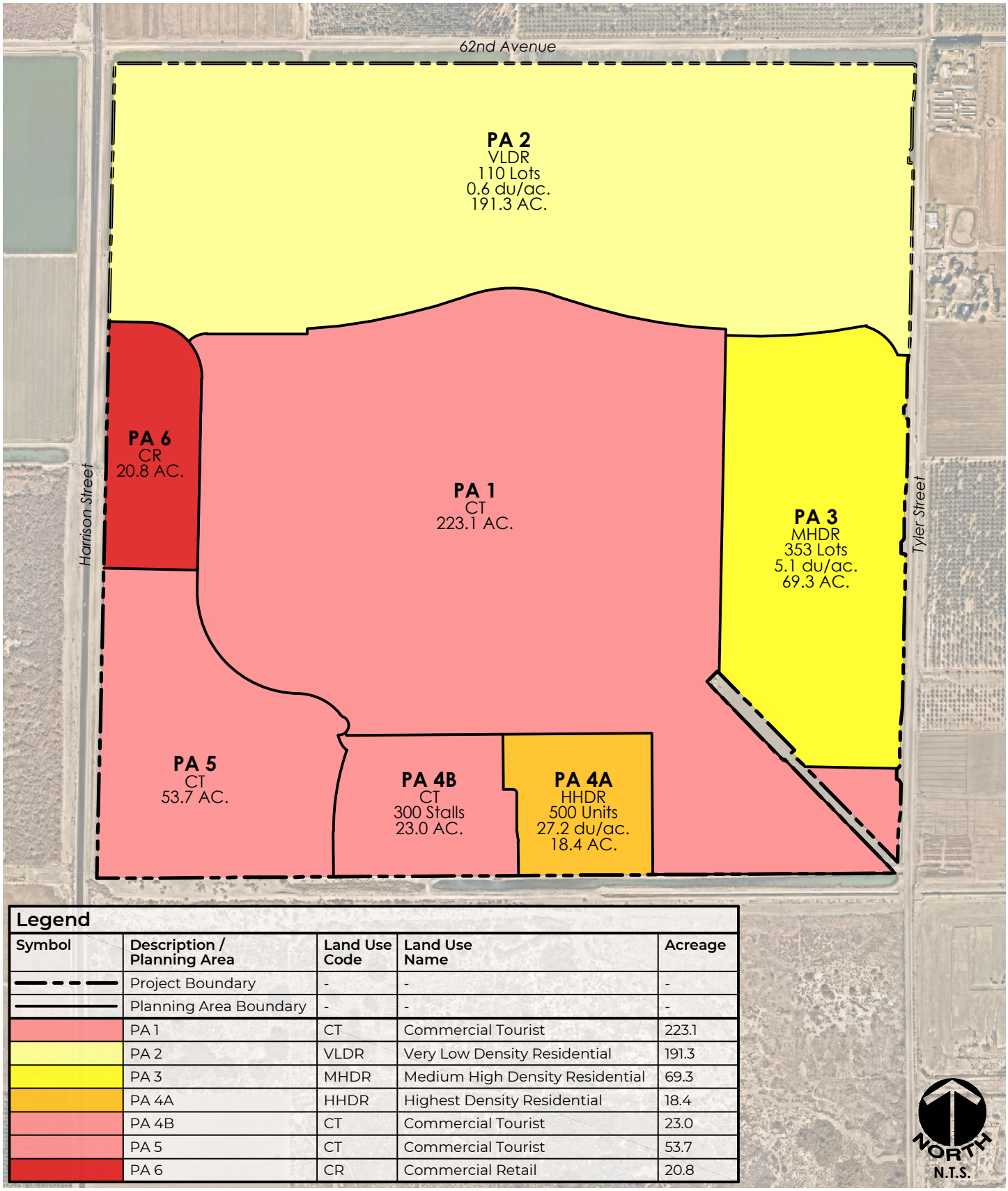
Notes:

1. *Unless otherwise noted, columns 4-7 represent development maximums. Each Planning Area may be developed at or below these numbers.*
2. *Residential development in PA 3 must be no less than 5 du/ac (356 units), consistent with ALUC density criteria for Zone D.*
3. *Up to 10% of development maximums may be transferred between Planning Areas, so long as Specific Plan totals are not exceeded.*

The ultimate site design and layout of these uses within each Planning Area will be refined with future entitlement approvals. Figure 2.2, *Illustrative Development Concept,* shows one possible development scenario illustrating how the Thermal Ranch Specific Plan might be implemented. Other development concepts are allowed subject to the guidelines and standards contained herein. Site specific land plans for Planning Areas 5 and 6 will be brought forward once retail and hospitality developers have been engaged.

As shown in the illustration, expected uses include:

- Equestrian Center and Event Area:
  - Barns, Covered Arena, Grand Prix Area
  - Warm up, jumper, hunter, FEI rings,
  - Farrier and Veterinarian,
  - Commercial retail and dining,
  - Open fields and riding areas,
  - Circulation infrastructure such as parking lots, driveways, golf cart paths, horse trails and bridal paths
  - Administrative office and back of house areas, etc.
  - Utility infrastructure facilities well sites and substations.
- Neighborhood Commercial:
  - Up to 150,000 sf of neighborhood commercial space and commercial amenities (Retail, Markets, Restaurants, Golf Facility, etc.)
  - Resort Condominiums (Up to 340 units) and Hospitality Uses (Up to 50,000 Sf and 150 Hotel Keys)
- A mix of residential neighborhoods:
  - Seasonal and year-round workforce housing
  - RV park facilities,
  - Single Family Homes (attached and detached), Multi-Family Condominiums.
  - Custom rural estate lots.
  - (See Section 2.1 for max residential densities and units allowed).
- Open space, amenity areas, and retention.



Legend

Symbol	Description / Planning Area	Land Use Code	Land Use Name	Acreage
	Project Boundary	-	-	-
	Planning Area Boundary	-	-	-
	PA 1	CT	Commercial Tourist	223.1
	PA 2	VLDR	Very Low Density Residential	191.3
	PA 3	MHDR	Medium High Density Residential	69.3
	PA 4A	HHDR	Highest Density Residential	18.4
	PA 4B	CT	Commercial Tourist	23.0
	PA 5	CT	Commercial Tourist	53.7
	PA 6	CR	Commercial Retail	20.8

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL LAND USE MAP

FIGURE 2.1



Legend					
	Project Boundary		Community Amenity		
1	Horse Park	A	Grand Entry	H	Private Barns
2	Estate Lots	B	Gathering/Dining Commons	I	Pasture
3	Neighborhoods	C	Competition Rings	J	Grass Field
4	Horse Park Workforce Housing	D	Warmup/Jumper Rings	K	Back of House
5	Hotel/Resort	E	Common Barns	L	Office
6	Commercial	F	Parking	M	CVWD Well Site
		G	Staging Area	N	Potential Substation

Note: This exhibit illustrates one possible development scenario. Other site development concepts are allowed subject to the standards and guidelines of this Specific Plan.

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ILLUSTRATIVE DEVELOPMENT CONCEPT

FIGURE 2.2

Each land use is described below. A full list of allowable uses for each Planning Area is found in Chapter 6, Specific Plan Zoning Ordinance.

Tourist Commercial (Planning Area 1, Equestrian Center) Create a full-service, state of the art, equestrian center as the new home for the Desert International Horse Park. Located in the center of the site, the horse park would serve as the defining, anchor facility for all other land use components of the Specific Plan. Featuring world-class equine showgrounds and supporting amenties, the equestrian center will feature over 2.5 million square feet of riding space including 19 competition rings, extensive on-site riding paths, pastures and a professional quality grass showfield to make this the perfect home for horses and their riders as well as an attractive destination for visitors and guests. Key facilities include a central VIP dining commons, an olympic-level grand prix riding ring, barns, competition arenas, q highly manicured grassed showring, equestrian themed retail shops, maintenance/feed storae buildings and equine service facilities. The equestrian center will have the capacity to stable 3,300 horses and provide onsite veterinary services, farrier and feed stores.

Very Low Density Residential (Planning Area 2, Estate Neighborhood) Provide high end housing on large-lots for residents who want to board horses at the equestrian center and live nearby with immediate access to their animals during the show season. This would consist of a gated community with up to 132 custom, estate homes featuring custom homesites ranging from half-acre to two acres. Larger lots bordering the equestrian center would allow for the boarding of horses on property. These larger lots would be bordered by a private access driveway for horse trailer deliveries and a bridal trail so residents could ride their horses directly into the equestrian center. The estates will also feature a central community center with a range of residential amenities such as a clubhouse, swimming pool, pickle ball court, gym, locker rooms, meeting areas and dining. All access to the horse park would be through electric golf carts, walking or equestrian travel without dependence on automobiles.

Medium High Density Residential (Planning Area 3, Traditional Neighborhood) Provide traditional single family detached and attached housing for residents who want to board horses at the equestrian center and live nearby with immediate access to the equestrian showgrounds, riding trails and services. This Planning Area will feature a variety of housing types including single-family detached homes and attached townhomes. Residents will enjoy access to a community center with a range of residential amenties such as tennis and pickle ball courts, gym, pool, meeting areas and dining. This residential community will have convenient golf cart access to the equestrian center to provide for an unparalled equestrian lifestyle experenice. All access to the horse park would be through electric golf carts, walking or equestrian travel without dependence on automobiles.

Highest Density Residential (Planning Area 4a, Horse Park Workforce Housing) Provide convenient, affordably priced, housing for employees of the horse park during the competition season. This may take the form of functional and attractive modular housing.. This Planning Area will feature an onsite laundromat and recreation areas, providing a convenient and affordable way for workers to stay near their place of employment. From October to March, workforce housing would be used exclusively by workers at Thermal Ranch and The Desert International Horse Park. From April to September (the offseason) workforce housing would be made available for rent to farmers and farmworkers in the eastern Coachella Valley. Similar to the other residential planning areas, the workforce

housing area will have direct and convenient pedestrian and golf cart access to the equestrian center without the need of a car.

Commercial Tourist (Planning Area 4b, Workforce RV Housing) This planning area is intended to supplment access to workforce housing by providing recreational vehicle parking spaces for those who travel from show to show and live out of an RV. From October to March, workforce housing would be used exclusively by workers at Thermal Ranch and The Desert International Horse Park. Similar to the other residential planning areas, the workforce housing area will have direct and convenient pedestrian and golf cart access to the equestrian center without the need of a car.

Commercial Tourist (Planning Area 5, Resort/Hotel) Develop hospitality uses such as hotel and hotel condominiums in a high-quality resort environment with immediate access to equestrian competitions and show events. This would be organized around a focal amenity, such as a central water or recreation amenity essential for establishing the necessary resort guest experience. Once at their accommmodations, guests would not need a car to access competitions at the equestrian center. PA-5 will provide a full range or hospitality/resort dining, spa, entertainment and retail activities.

Commercial Retail (Planning Area 6, Retail Village) Establish a retail village at Thermal Ranch offering a variety of conveniently accessible entertainment, food and beverage, service, retail, and commercial recreation amenties that cater to the residents and guests of Thermal Ranch and the local Thermal Community, who currently have limited access to retail services in the immediate area.

Land Use Goals and Guidelines

1. Uses and development standards shall be in accordance with the County of Riverside Zoning Ordinance No. 348 for this Specific Plan as described in Section 3.0 – Specific Plan Zoning Ordinance, and shall be defined by Specific Plan objectives, future detailed tentative maps and plot plans.
2. Standards relating to signage, landscaping, parking and other related design elements shall conform to the County of Riverside Zoning Ordinance No. 348 as amended for this Specific Plan in Section 5.0, and Coachella Valley Water District Ordinance 1302.3.
3. All project lighting shall be in accordance with County of Riverside standards.
4. The development of property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance No. 348 as amended for this Specific Plan in Section 3.0, Ordinance No. 460, and state laws; and shall conform substantially with the adopted Specific Plan as filed in the office of the Riverside County Planning Department, unless otherwise amended.
5. All development on the site will be consistent with this Specific Plan No. 401 and subsequent amendments, as on file with the Riverside County Planning Department, and with all applicable laws of the State of California.
6. Prior to issuance of a building permit for construction of any use contemplated by this approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of the Specific Plan approval have been satisfied for the phase of development in question.
7. Lots created pursuant to this Specific Plan and any subsequent tentative map shall be in

substantial conformance with the development standards of the Specific Plan.

8. Agriculture shall continue as an allowable use in accordance with Specific Plan Zoning Ordinance, until such time as permanent development under the Thermal Ranch occurs.
9. Utility service to this Specific Plan shall be provided by individual authorized service providers or through the creation of a Public Utilities District (PUD).
10. A maximum number of 1,362 dwelling units is allowed in the Thermal Ranch Specific Plan. Each residential planning area also has a target maximum based on the applicable density range and planning area acreage. Up to ten percent (10%) of density may be transferred between Planning Areas without a Specific Plan Amendment, provided that the total number of dwelling units within the Specific Plan is not exceeded.
11. A total of 5 acres of public parkland shall be provided for each one-thousand (1,000) in population within the Specific Plan or payment of an in-lieu fee, or combination of both . Fees shall be paid in accordance with Riverside County Ordinance 460.
12. All development should be compatible with the Riverside County Airport Land Use Compatibility Plan (RCALUCP) and the Basic Compatibility Criteria matrix (Table 2A) as found in Appendix A of this document.

2.2 Circulation

The Thermal Ranch Specific Plan is designed to provide safe and efficient access to all land uses within the project, including primary and secondary access points. Each Planning Area is designed to have direct access to one or more of the public, perimeter streets.

Circulation Plan

Key aspects of the circulation system include:

Frontage Improvements

Harrison Street, Tyler Street, and 62nd Avenue are all existing 2-lane paved roads along the project's north, east and west frontages. Per the County's General Plan Circulation Element, each of these roads will require additional right-of-way (ROW) dedication to accommodate the ultimate part-width street design improvements required by this project.

64th Avenue is currently undeveloped along the project's southern boundary. Various physical conditions constrain the 64th Avenue corridor including powerlines, drainage channels, retention basins and their attendant easements and rights-of-way, which reserve prior rights to various agencies. Due to these complicating factors, the project is designed to avoid direct access to 64th Avenue and to limit project site improvements so as not obstruct the ultimate ROW width to construct 64th Avenue if/when it might be needed in the future.

Project Entries

Each of the six Planning Areas includes primary and secondary entries directly to the public frontage streets, so each can be accessed independent of the others. Conceptual locations of these are illustrated in Figure 2.3A *Master Circulation Plan.*

Vehicular Circulation

Figure 2.3A, *Master Circulation Plan,* illustrates the backbone vehicular circulation system for the overall Specific Plan. As shown, each Planning area has its own internal circulating street system that provides internal connection with the primary and secondary access points.

Figure 2.3B *Equestrian Park Circulation* Plan depicts the circulation structure within the horse park in greater detail. Gated entries provide secure access points into the horse park. These occur along the project's Primary Collector Street that intersects Harrison Street. A system of 24' and 30' roads are proposed within the horse park, all of which are available for emergency use by fire and emergency vehicles. Once inside the gates, the outer zone allows for parking and operation of service, maintenance and delivery vehicles. The inner zone occurs behind a second tier of minor gates and restricts access within the showgrounds to golf carts, pedestrians and horses only.

A service access road connecting to Harrison Street is provided along the southerly portion of the site to serve the workforce housing and horse park back of house areas.

Typical Street sections for these roads are shown in *Figure 2.4A Typical Street Sections – Public* and *Figure 2.4B Typical Street Sections – Private and Figure 2.4C Typical Street Sections – Private.*

Pedestrian and Non-motorized Circulation

The Thermal Ranch project is designed to eliminate the need for an automobile once on property. After a resident or guest arrives and parks, all equestrian, dining and shopping needs will be provided on-site. Automobiles are restricted from entering the horse park where transportation will occur entirely by means of walking, horseback riding or golf carts. Residential uses ring the equestrian center with access gates that allow direct pedestrian and golf cart access into the horse park as well as the ability to cross connect via golf cart to retail commercial facilities on the west side of the project, all without resorting to an automobile. Primary pedestrian circulation is illustrated in Figure *2.3C Pedestrian Circulation plan*. It illustrates the primary pedestrian connectivity elements within the project as well as connections to Tyler St., Harrison ST., and Ave 62.

Parking

Sufficient off-street parking will be provided to serve each use, including festival parking at the equestrian center, surface parking lots in commercial/resort areas and uncovered, carport and garage parking for residential neighborhoods and workforce housing areas. Parking at the equestrian center will only be used seasonally during show season. During the rest of the year, the parking lots will be largely vacant. Horse owners and workers that reside within Thermal Ranch will have parking met at their residence and need only golf cart transportation from their home to access their animals and the horse park facilities.

Circulation Standards

1. Street patterns, hierarchy, and entry access points contained in this Specific Plan are conceptual and may be adjusted and refined subject to approval of a tentative tract map, plot plan, or other entitlement approval that complies with County engineering standards.

2. Application for any subdivision within the specific plan boundary shall comply with the standards of Ordinance 460.

3. Planning Areas 2, 3, and 4 shall have direct golf cart connections into the equestrian center in Planning Area 1.

4. Each subdivision shall comply with applicable on-site and frontage street improvement recommendations outlined in any traffic study prepared for the project.

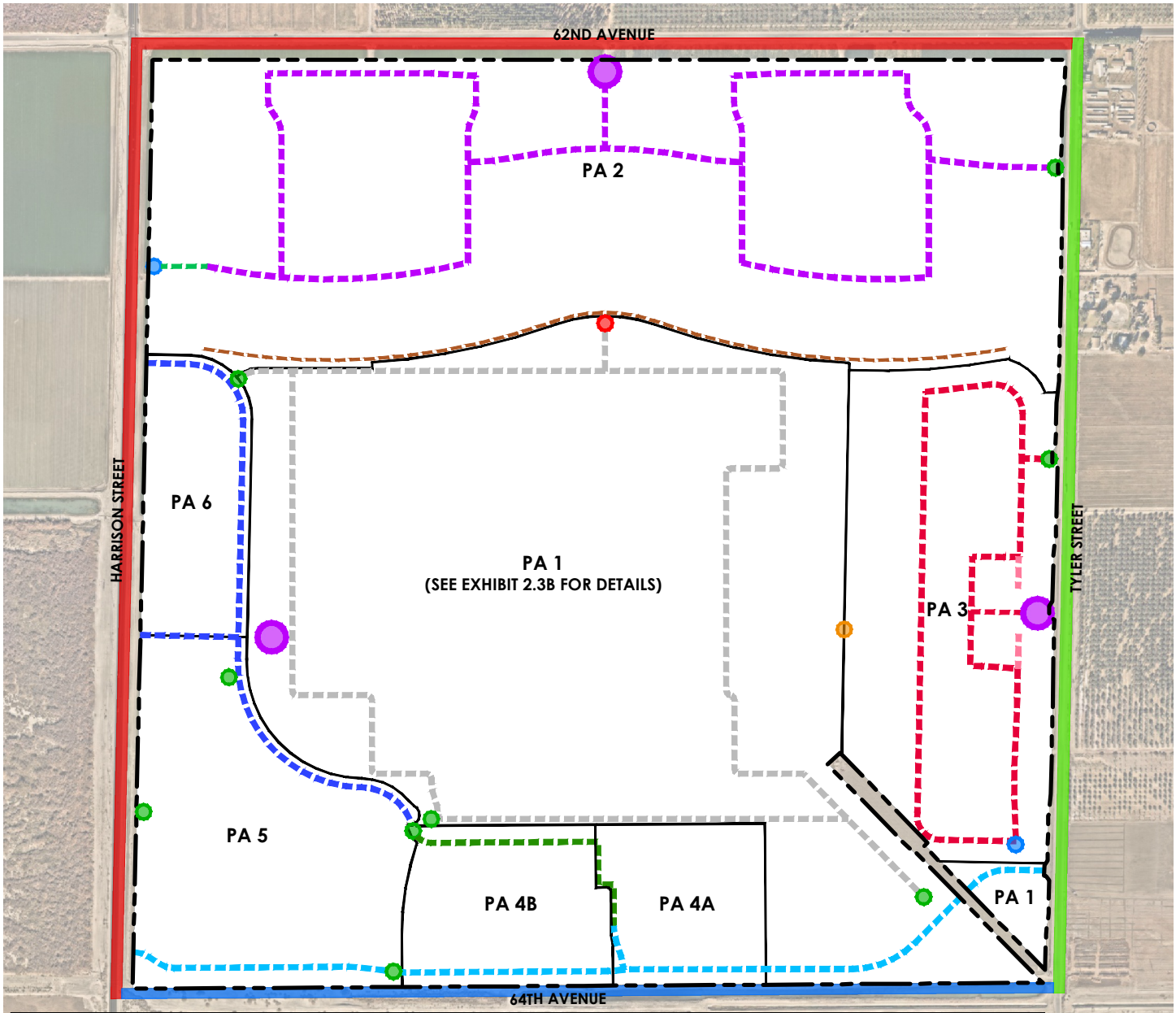
5. Parking standards for the Specific Plan are subject to County Review and to be consistent with the County of Riverside Zoning Ordinance 348 (Ordinance 348).

6. All typical street sections shall be per Ordinance 461.11, or as contained in this Specific Plan with approval by the County Transportation Department.

7. All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461.11, or as approved by the Transportation Department.

8. Retention facilities will be maintained by an owner's association, county service area, or by the Coachella Valley Water District.

9. For street sections that use a mow strip, Q100yr flowrates shall not exceed the proposed right-of-way-line.



Legend					
Project Boundary		Private Streets		Access Points	
Planning Area Boundary		Primary Collector with Public Access (96'-100' ROW Varies)		Primary Entry	
Public Streets		Local Street with Public Access (60' ROW)		Secondary Entry	
Expressway (220' ROW)		Local Street (60' ROW)		EVA Only Access	
Major Highway (118' ROW)		Local Street (50' ROW)		Cart Entry	
Secondary Highway (100' ROW)		Local Street (37' ROW)			
Note: All other streets are local roads and may use any of the typical sections shown in Figure 2.4B-C. Street patterns shown are illustrative only and may be adjusted subject to approval of a tentative tract map or plat plan that complies with County engineering standards.		Local Street (33' ROW)			
		Local Street (30' ROW)		Cart / Trailer Entry	
		Emergency Access (24' Easement)			
		Service Driveway (15' Driveway)			
		Horse Park Circulating Road			

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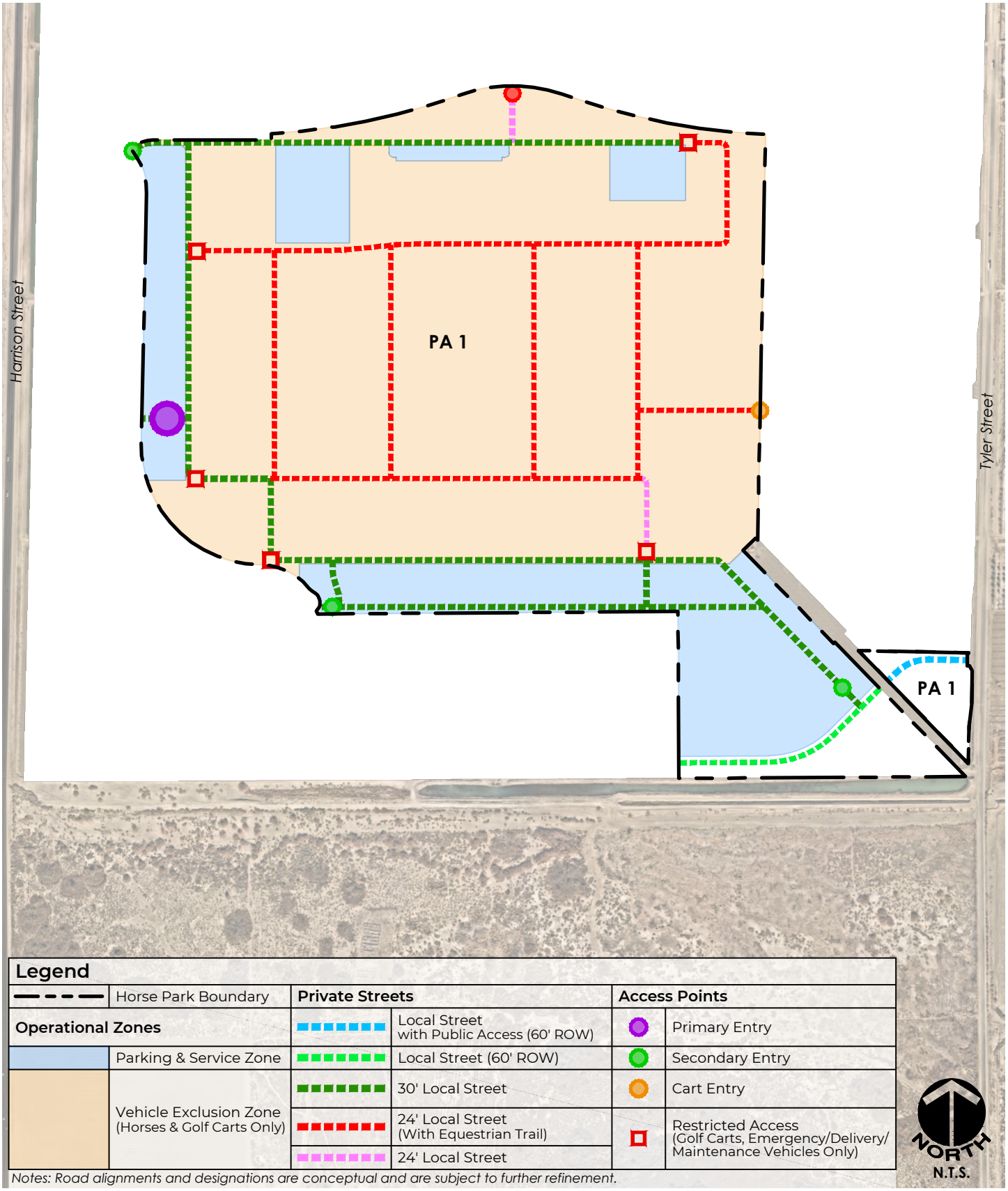
Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

MASTER CIRCULATION PLAN

FIGURE 2.3A



Legend					
Horse Park Boundary		Private Streets		Access Points	
Operational Zones		Local Street with Public Access (60' ROW)		Primary Entry	
Parking & Service Zone		Local Street (60' ROW)		Secondary Entry	
Vehicle Exclusion Zone (Horses & Golf Carts Only)		30' Local Street		Cart Entry	
		24' Local Street (With Equestrian Trail)		Restricted Access (Golf Carts, Emergency/Delivery/ Maintenance Vehicles Only)	
		24' Local Street			

Notes: Road alignments and designations are conceptual and are subject to further refinement.

NORTH
N.T.S.

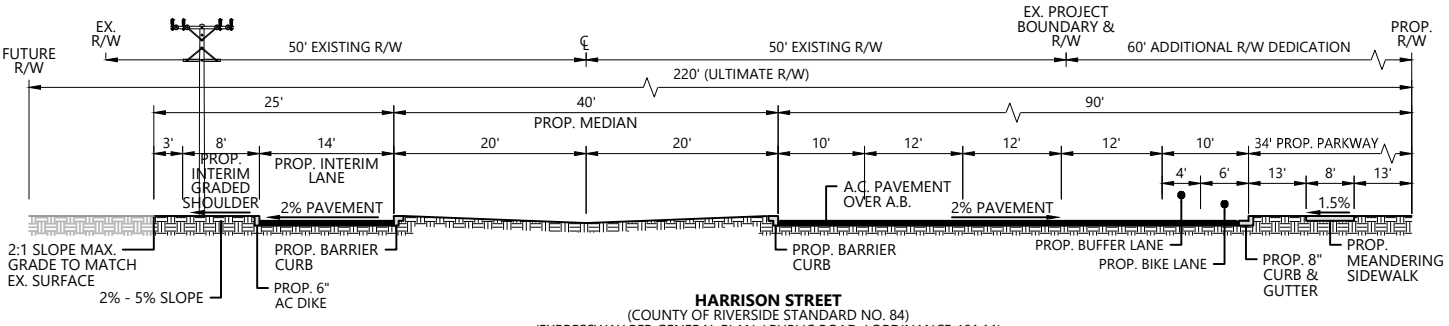
Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

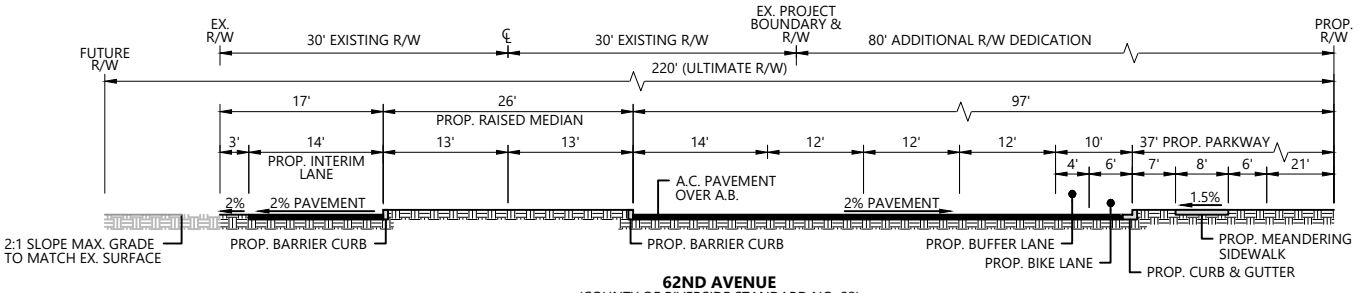
HORSE PARK CIRCULATION PLAN

FIGURE 2.3B

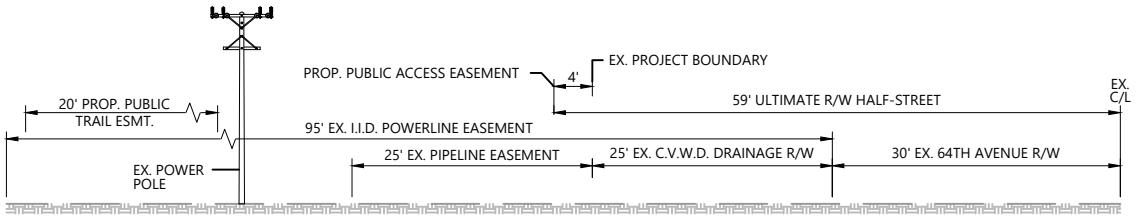
MSA CONSULTING, INC.
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM



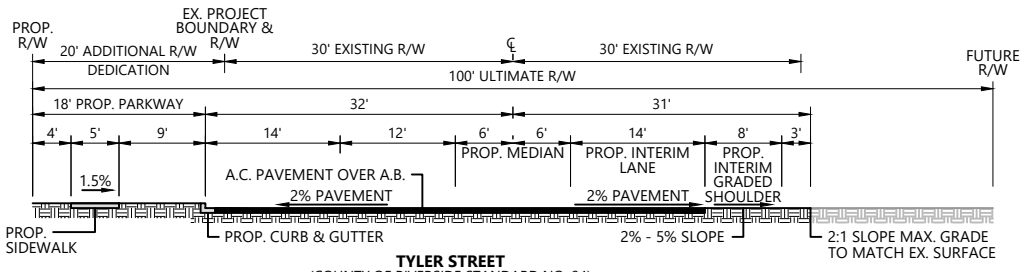
HARRISON STREET
(COUNTY OF RIVERSIDE STANDARD NO. 84)
(EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
N.T.S.



62ND AVENUE
(COUNTY OF RIVERSIDE STANDARD NO. 82)
(8-LANE EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
N.T.S.



64TH AVENUE
(COUNTY OF RIVERSIDE STANDARD NO. 93)
(MAJOR HIGHWAY PER GENERAL PLAN / PUBLIC ROAD)
N.T.S.



TYLER STREET
(COUNTY OF RIVERSIDE STANDARD NO. 94)
(SECONDARY HIGHWAY PER GENERAL PLAN)
(PUBLIC ROAD / ORDINANCE 461.11)
N.T.S.

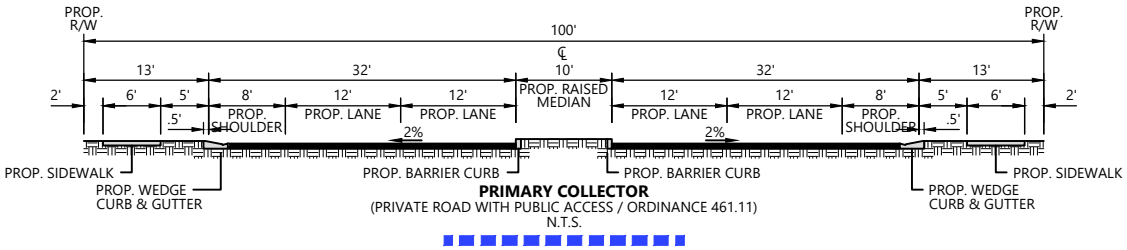
Source: Unincorporated Area of Riverside County

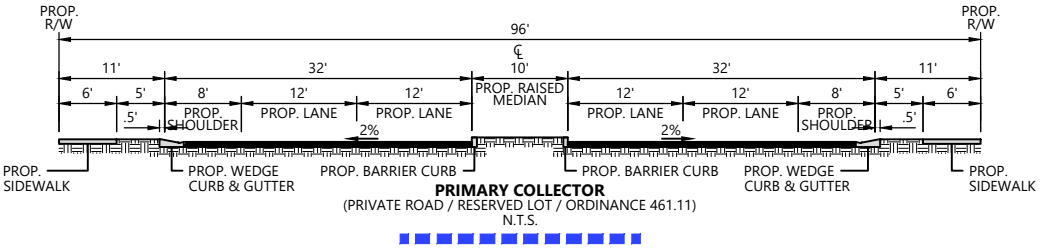
Exhibit Date: September 16, 2025

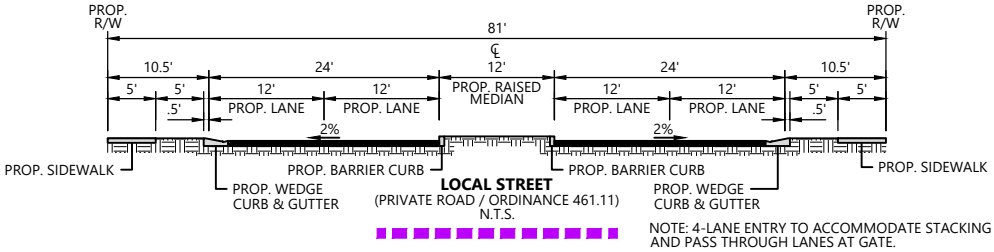
TYPICAL STREET SECTIONS: PUBLIC

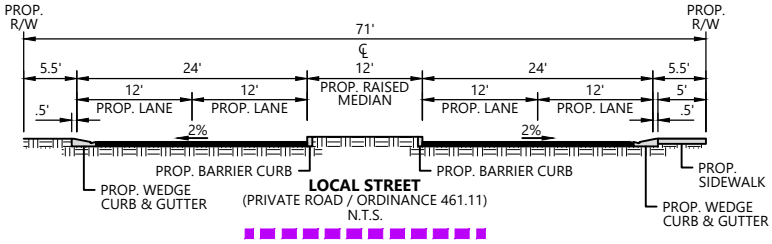
MSA CONSULTING, INC.
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM

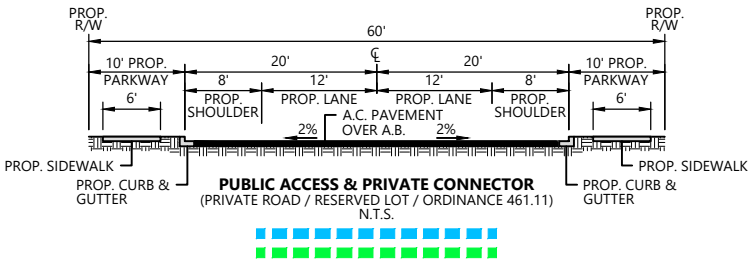
FIGURE 2.4A

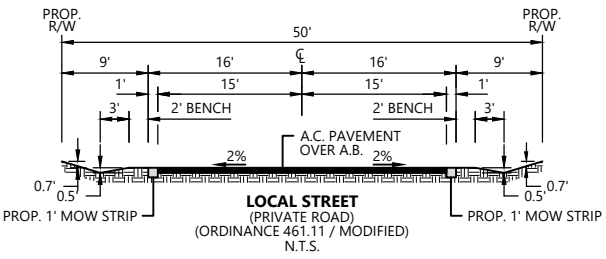


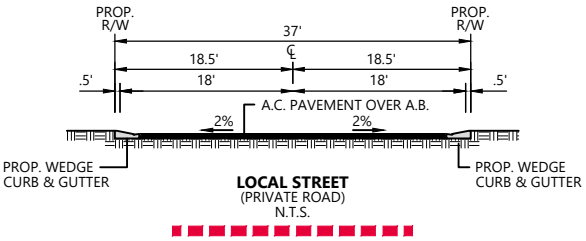


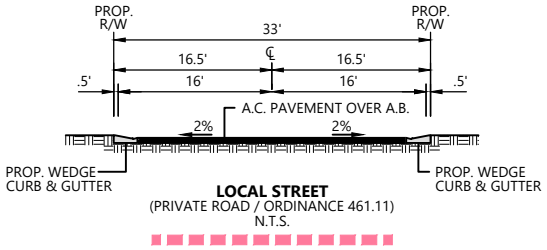










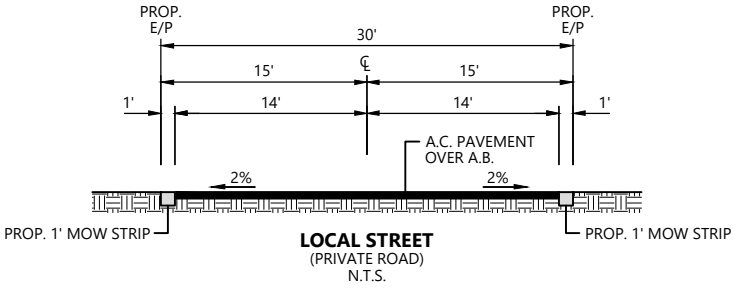


Source: MSA Consulting, Inc.

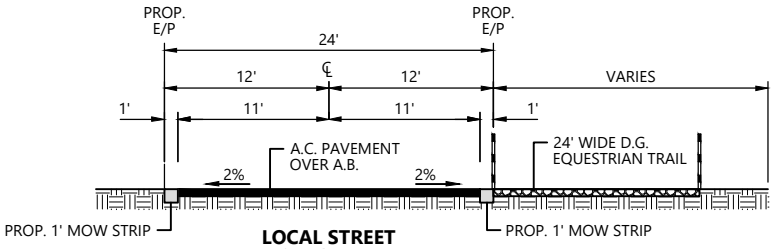
Exhibit Date: September 16, 2025

TYPICAL STREET SECTIONS: PRIVATE

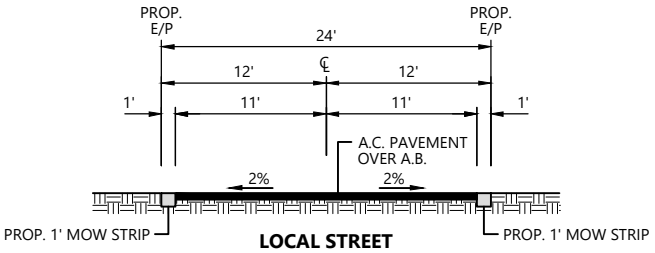
FIGURE 2.4B



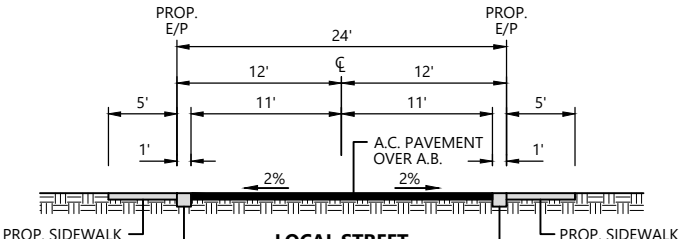
LOCAL STREET
(PRIVATE ROAD)
N.T.S.



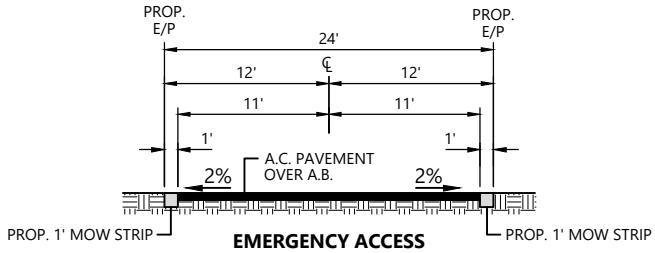
LOCAL STREET
WITH EQUESTRIAN TRAIL
(PRIVATE ROAD)
N.T.S.



LOCAL STREET
(PRIVATE ROAD)
N.T.S.



LOCAL STREET
(PRIVATE ROAD)
N.T.S.



EMERGENCY ACCESS
(PRIVATE ROAD)
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

TYPICAL STREET SECTIONS: PRIVATE

FIGURE 2.4C

2.3 Open Space

The Thermal Ranch Specific Plan will create a world-class equestrian and lifestyle community with a strong emphasis on outdoor recreation, open space, and its integration within the project. It will introduce a large permanent open space at the center of the project including such elements as triding trails golf-cart paths, event areas, equestrian competition and training rings, pastures, and open fields. These will be available to residents of the community and their families/guests, competitors, horse park workers and the general public as spectators at the events. Public Trails are provided along the project perimeter.

Open Space Plan

Residential areas (PA-2, PA-3, and PA-4) will each have appropriate community recreation amenities as well as convenient physical access to equestrian riding facilities and open spaces at the horse park, resulting in an integrated and connected outdoor / recreation experience.

As shown on Figure 2.5, *Public Open Space and Trails Plan*, public open space and recreation amenities occur along the project perimeter with the provision of meandering sidewalks and bike paths along each public road. Each Planning Area will have access to these public trails with connection to the regional trail system.

Open Space Standards

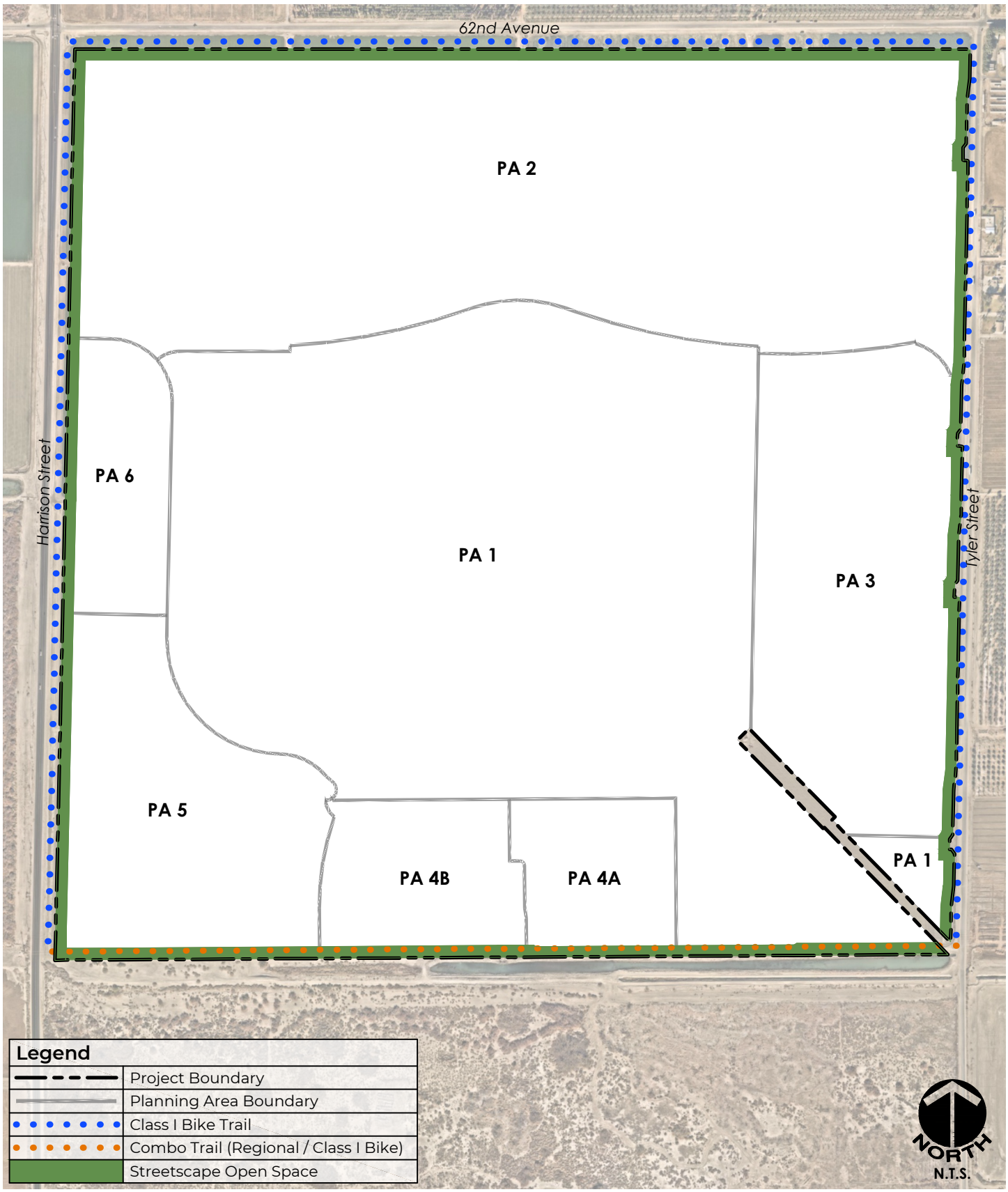
1. Provide direct golf cart access from each residential planning area to the equestrian center (PA-1)so that residents and workers can have direct access to horse park open space.

2. Residential planning areas should incorporate neighborhood scale open space and recreational amenities such as neighborhood parks, clubhouses, trails and golf-cart paths.

3. PA-5 should integrate outdoor open space and commercial recreational features to complement resort hotel and condominium uses.

4. PA-6 allows for the approval of commercial recreational facilities if supported by market conditions.

5. Implementing entitlements will specify the locations and amount of open space areas in each planning area.



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PUBLIC OPEN SPACE & TRAILS PLAN

FIGURE 2.5

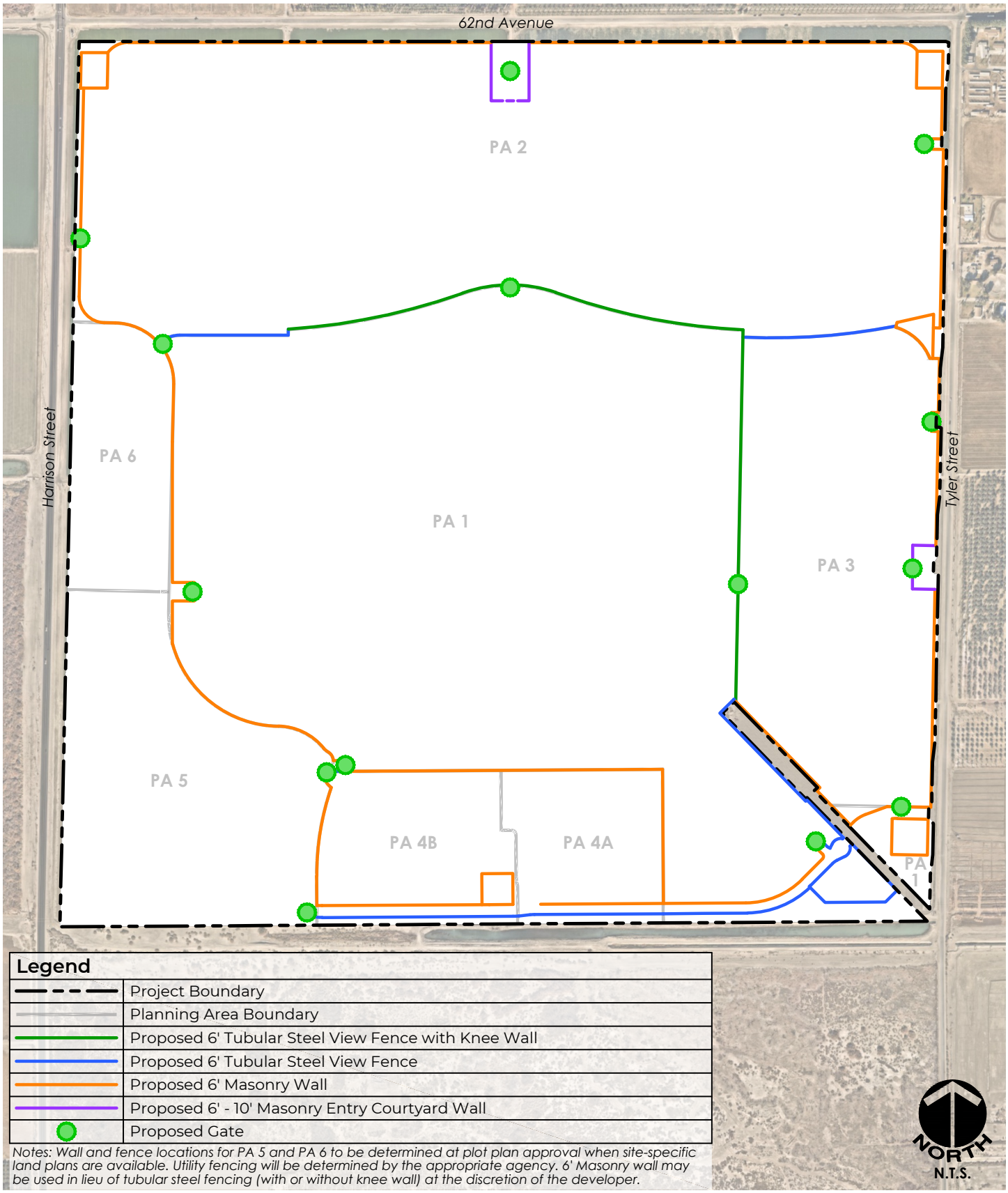
2.4 Walls and Fences

Wall/Fence Plan

As shown on Figure 2.6, *Conceptual Wall and Gating Plan*, public open space and recreation amenities occur along the project perimeter with the provision of meandering sidewalks and bike paths along each public road. Each Planning Area will have access to these public trails with connection to the regional trail system.

Wall/Fence Standards

1. Provide perimeter walls throughout the project as needed to secure each individual land use component.
2. Walls and fencing shall not obstruct visibility and sight distance for vehicular traffic.
3. Design guidelines for walls and fences are found in Chapter 4.



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL WALL & GATING PLAN

FIGURE 2.6

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>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
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2.5 Grading & Drainage

Site topography is extremely flat across the site with very little natural slope. The high elevation of 370 occurs in the northwest corner of the property at 62nd Avenue and Harrison Street. The low elevation of 350 occurs in the southeast corner or the site at 64th Avenue and Tyler Street. This equates to a vertical elevation change of only 20 feet over a distance of approximately 1 ¼ mile resulting in a natural gradient of 0.3%. The site contains an extensive system of agricultural tile drains. These will either be retained in place, relocated, or abandoned as determined during the final engineering design phase. Because grading and drainage are closely interrelated, they are addressed jointly in this section.

Grading/Drainage Plan

Site grading will create building pads and parking areas while keeping the earthwork cut and fill amounts balanced on site, so no soil export or import is expected. Because the site is relatively level, grading design will not deviate greatly from existing conditions and will be defined in greater detail as subsequent entitlement projects and plot plans are proposed. Grading will achieve positive surface flows and protect all structures and physical improvements from the 100-year storm through surface runoff into retention basins either above or below the finished surfaces. Soil erosion and water quality will be protected both during and after construction is completed. The incremental increase in storm water runoff from an existing condition to the new developed condition created by impervious surfaces (roofs, pavement) will be retained on site.

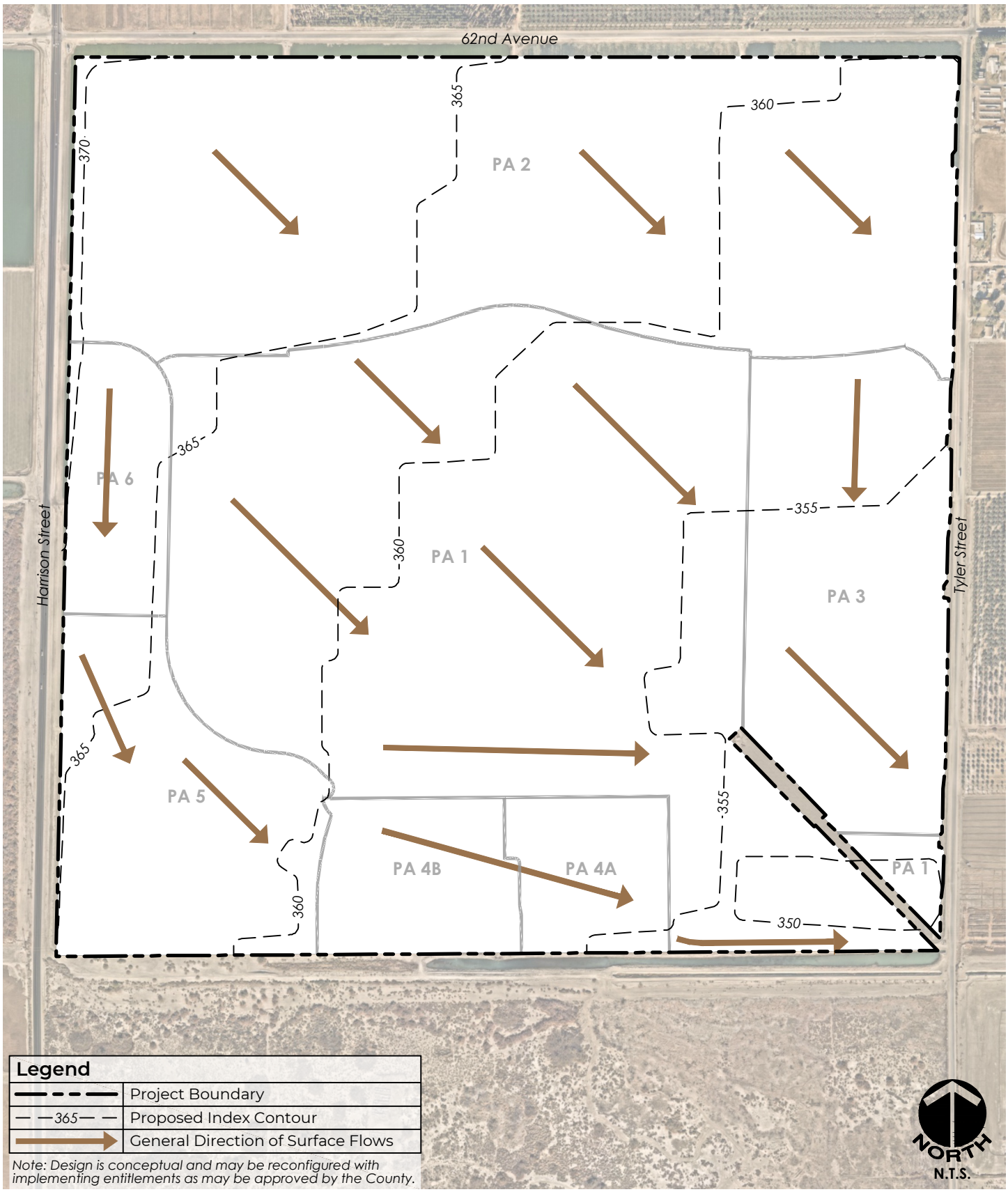
As shown in Figure 2.7, *Conceptual Grading Plan & Figure 2.8 Conceptual Drainage Plan* depicts the general routing of "developed condition" surface drainage through the site. Flows will be conveyed using future surface parking, drive aisles and limited piping where they will be delivered to a series of on-site retention facilities. The stormwater drainage system will be further refined and detailed as site-specific development proposals are submitted and approved by the County. Adjustments may include the number, location, configuration and depth of drainage pipes and basins as well as the specific flow path through the site. However, the retention basins and storm drainpipes will be sized appropriately for each phase of the project using standard engineering modelling methods as approved by the County of Riverside Engineering Department.

Grading/Drainage Standards

1. All grading activities shall be in substantial conformance with the Conceptual Grading and Drainage Plan, the California Building Code and Riverside County Ordinance No. 457.
2. Prior to development within any area of the Specific Plan, an overall Conceptual Grading Plan for the portion in process shall be submitted for Planning Department approval. The Grading Plan for each such area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that area and shall include preliminary pad and roadway elevations.
3. Unless otherwise approved by the County of Riverside, Building and Safety Department, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot.
4. A grading permit shall be obtained from the County of Riverside, as required by the County Grading Ordinance, prior to grading.

5. Soil stabilizers should be used to control dust as required by SCAQMD Rule 403.
6. Erosion control practices shall be implemented during grading activities.
7. All projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least five acres total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program.

   Existing onsite drain tiles to be used to allow dewatering of proposed retention basins into regional facilities to be consistent with the Airport Land Use Commission (ALUC) 48-hour dewatering provision.



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL GRADING PLAN

FIGURE 2.7

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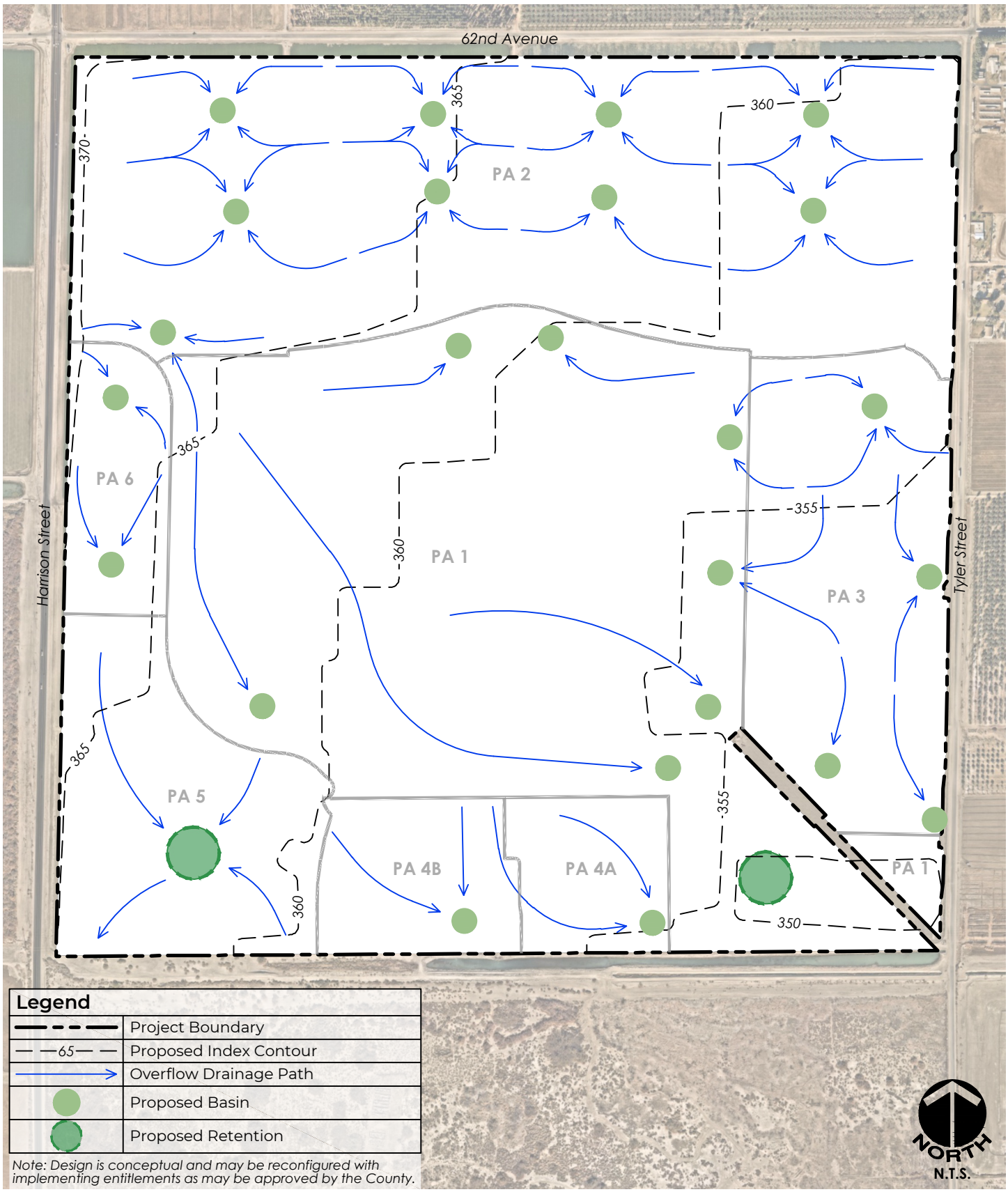
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL DRAINAGE PLAN

FIGURE 2.8

2.6 Water & Sewer

Water & Sewer Plan

As shown in Figure 2.9, *Conceptual Water Plan and* Figure 2.10, *Conceptual Sewer Plan,* the Specific Plan area is provided with domestic water and sanitary sewer service by the Coachella Valley Water District (CVWD). Development within the project will be served by a private network of lines that will connect to existing public CVWD water and sewer lines located in Harrison Street and 62nd Ave respectively.

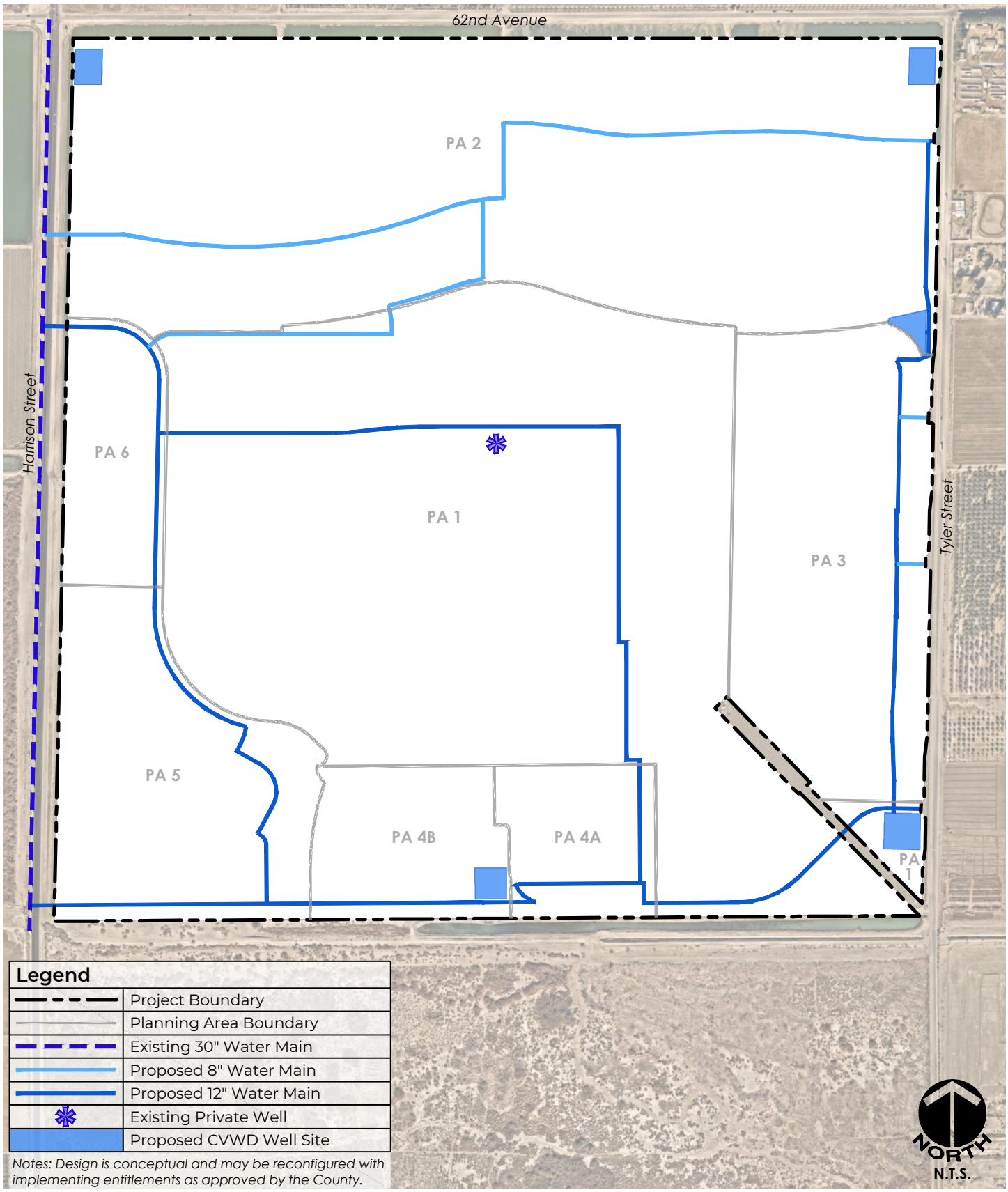
An Existing CVWD water main is located west of the site in Harrison Street. The project proposes connection points as illustrated on the Conceptual Water Plan. Water mains are proposed to be extended into the project site to provide an internal network of private lines to serve on-site development. In addition to serve the project's water needs, five (5) on-site wells are proposed and to be connected for CVWD use as illustrated in Figure 2.8.

An existing CVWD 42" sewer main exists north of the project site in 62nd Ave. The project proposes to connect to the existing CVWD sewer infrastructure and will provide a private network of sewer mains within the project to serve on-site uses. Two lift stations are proposed in the southerly portion of the project as illustrated in Figure 2.10 Their exact location and specifications will be determined as part of the final design process.

Figure 2.9, *and Figure 2.10* are conceptual and subject to refinement / modification as necessary in response to future specific development proposals.

Water/Sewer Standards

- All water and sewer facilities will be designed and constructed in accordance with the Coachella Valley Water District (CVWD) standards and specifications
- The capital cost of on-site and off-site facilities necessary to serve the project site will be the responsibility of the applicant. Relevant facilities will be dedicated to CVWD, after construction, for the District to maintain and operate. Fee credits may be available for transmission, storage, and wells.
- All development is required to landscape in accordance with Table 4.13 Plant Palette found in Section 4.7, and CVAG Ordinance 1302.1, Landscape and Irrigation System Design Criteria. This will ensure additional water conservation through the use of desert-appropriate landscape material.
- All projects, including subdivisions within the specific plan boundary, shall be subject to a Mitigation Monitoring Program, included as part of the EIR for SP 401 and any updated environmental assessments associated therewith.
- The grading contractor shall be required to obtain an encroachment permit from CVWD prior to entering any rights-of-way belonging to the Coachella Valley Water District of US Bureau of Reclamation.



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL WATER PLAN

FIGURE 2.9

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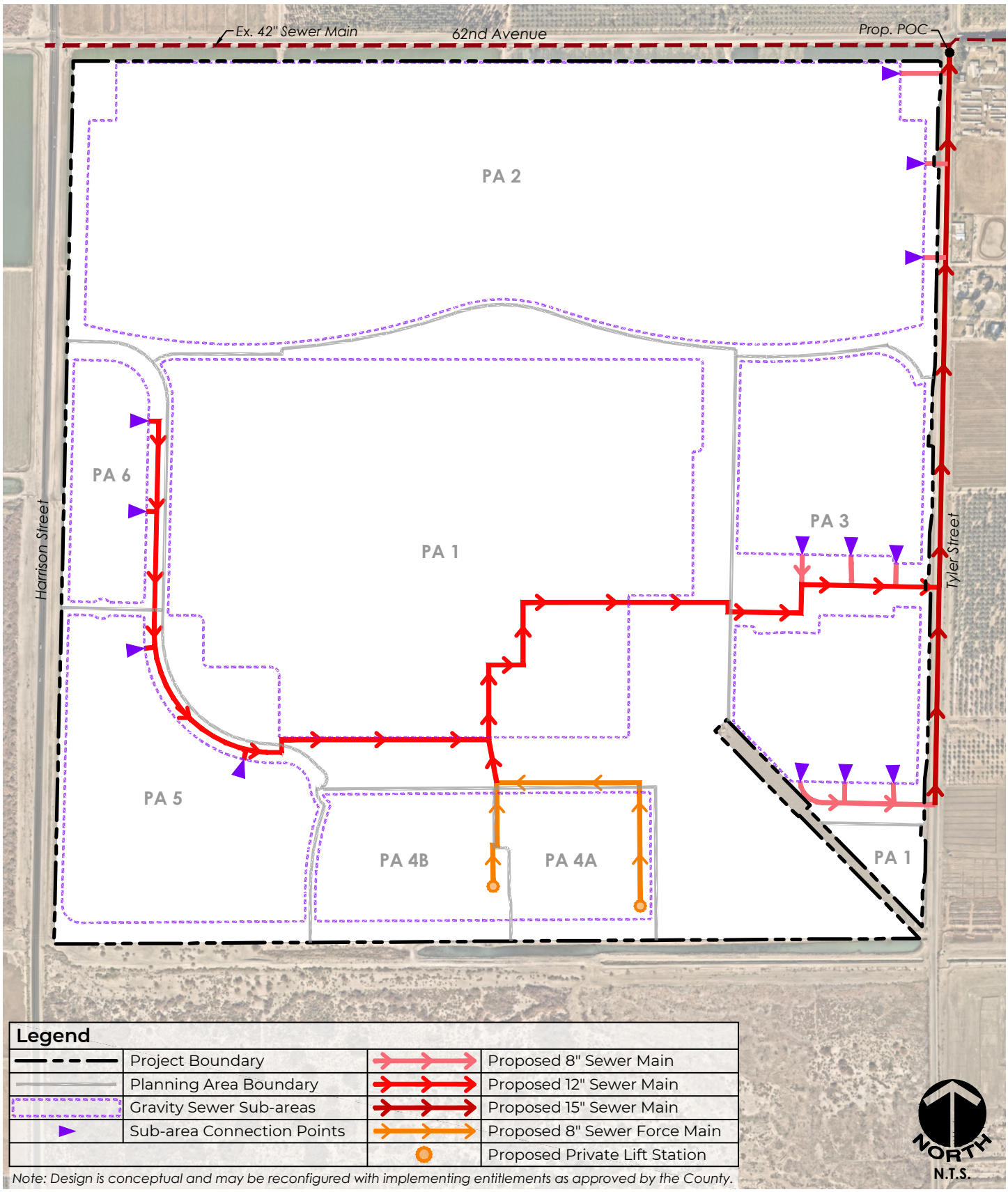
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM



Note: Design is conceptual and may be reconfigured with implementing entitlements as approved by the County.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL SEWER PLAN

FIGURE 2.10

2.7 Solid Waste

The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. The Department also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs. Solid waste not hauled directly to a landfill is deposited temporarily in several transfer stations throughout Riverside County. Solid waste is transported to one of three landfills and/or the Edom Hills Transfer Station which are: El Sobrante, Lamb Canyon and Badlands.

Manure and waste from the equestrian park will be collected and stored within the back of house area in PA-1. Once within the back of house area, it is planned for the manure to be loaded and transported to Burtecc landfill facilities or equivalent service for disposal.

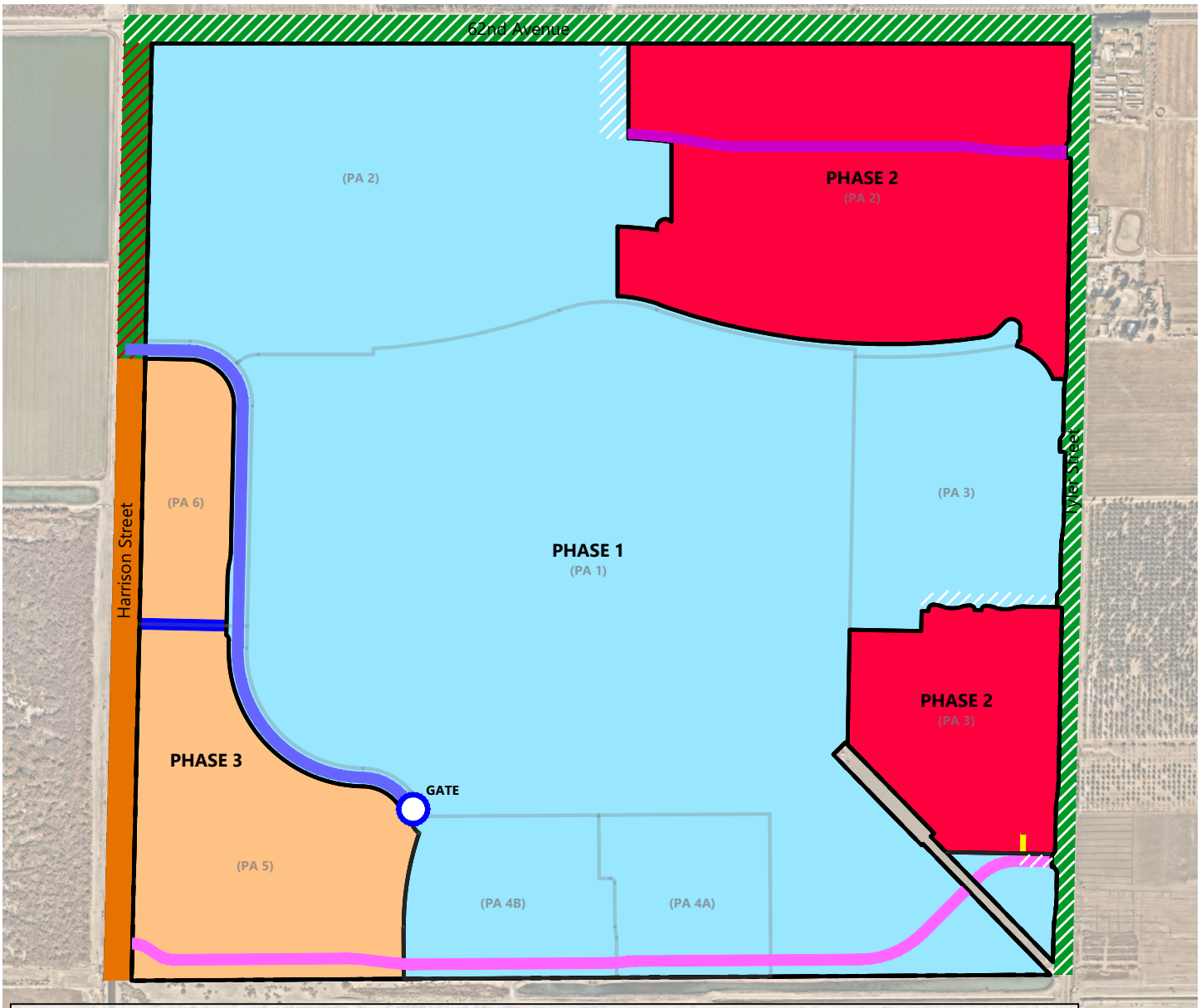
2.8 Phasing

Phasing Plan

Development of the Thermal Ranch Specific Plan may occur as a single project or over multiple phases. *Figure 2.11, Perimeter Improvement Phasing* illustrates the expected sequence of development in three (3) development phases and *Figure 2.12 Perimeter Improvement Phasing (Street Sections) provides street sections associated with each phase of development.* Planning Areas 1, 3, 4a, 4b, and a portion of PA 2 are intended as the first phase. Other project components and phases would follow as shown on the plan, but the order may be adjusted in response to market demand. Adjustments are allowed so long as each phase accommodates future phases with the orderly extension of circulation, parking, utilities, and infrastructure in accordance with the final conditions of approval for each project and the County's Engineering Department.

Phasing Standards

1. Construction of the development, including recordation of final subdivision maps, may be done progressively in stages, provided adequate vehicular access is constructed for all dwelling units in each stage of development and further provided that such phase of development conforms substantially with the Specific Plan Phasing Program.
2. The Primary Collector Road will be constructed with PA-1, PA-5, or PA-6, whichever occurs first.
3. Perimeter walls shall be constructed with the adjoining phase of development.
4. Prior to recordation of any final subdivision map, improvement plans that phase of development shall be submitted to the County Planning Department for approval.
5. Each phase shall provide primary and secondary access. If a subdivision is proposed within a phase a secondary access point shall be provided per Section 3.2.1 of Ordinance 460.



Legend

Symbol	Description
	Project Boundary
	Phase Boundary

Phase 1	
	Phase 1 Final Map
	Street "B": On-Site Street Improvement (Private with Public Access)
	Street "AF" & "AG": On-Site Street Improvement (Private with Public Access)
	On-Site Street Improvement (Secondary Access)
	Off-Site Street Improvement (Public)
	Private Gate
Phase 2	
	Phase 2 Final Map (No Off-Site Improvements)
	On-Site Street Improvement (Emergency Access)
	Additional Off-Site Improvements if Built as Phase 1

Phase 3	
	Phase 3 Final Map
	Street "A": On-Site Street Improvement (Private with Public Access)
	Off-Site Street Improvement (Public)
	Additional Off-Site Improvements if Built as Phase 1

Note: Exhibit shows expected sequence of development, but may change in response to market conditions.

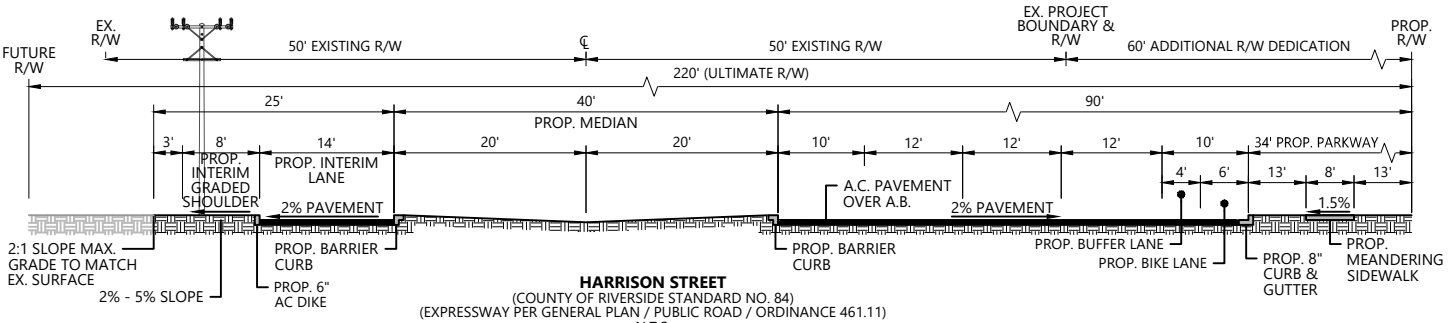
NORTH
N.T.S.

Source: MSA Consulting, Inc.

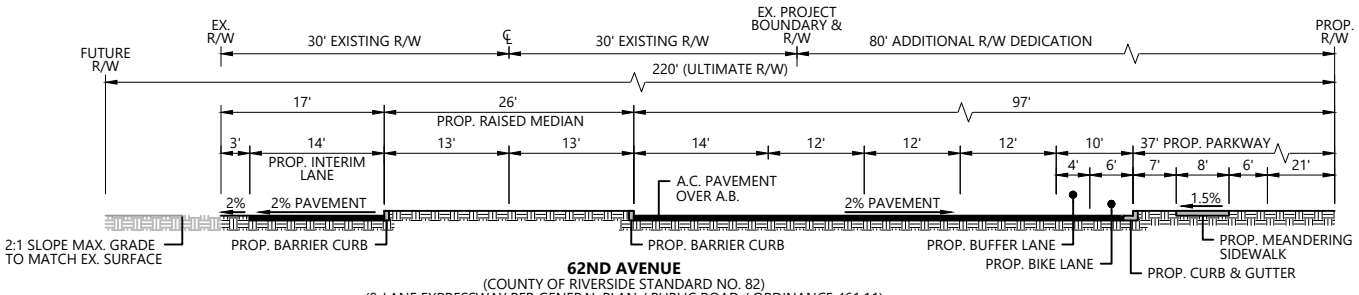
Exhibit Date: September 16, 2025

PERIMETER IMPROVEMENT PHASING

FIGURE 2.11



HARRISON STREET
(COUNTY OF RIVERSIDE STANDARD NO. 84)
(EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
N.T.S.



62ND AVENUE
(COUNTY OF RIVERSIDE STANDARD NO. 82)
(8-LANE EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
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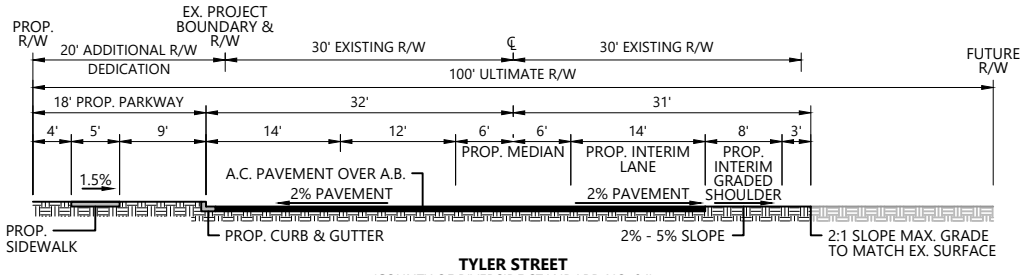


TYLER STREET
(COUNTY OF RIVERSIDE STANDARD NO. 94)
(SECONDARY HIGHWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
N.T.S.

Source: Unincorporated Area of Riverside County

Exhibit Date: September 16, 2025

PUBLIC PERIMETER IMPROVEMENT (STREET SECTIONS)

FIGURE 2.12

CHAPTER 3: PLANNING AREA STANDARDS

Development standards for the Thermal Ranch have been established at four levels: Chapter 2 – Project-Wide Planning Standards, Section 3.3 – Design Guidelines, Section 3.4 – Landscape Design Guidelines, and, Planning Area Standards, which are provided in this section.

3.1 Planning Area 1 – Equestrian Center

Planning Area Description

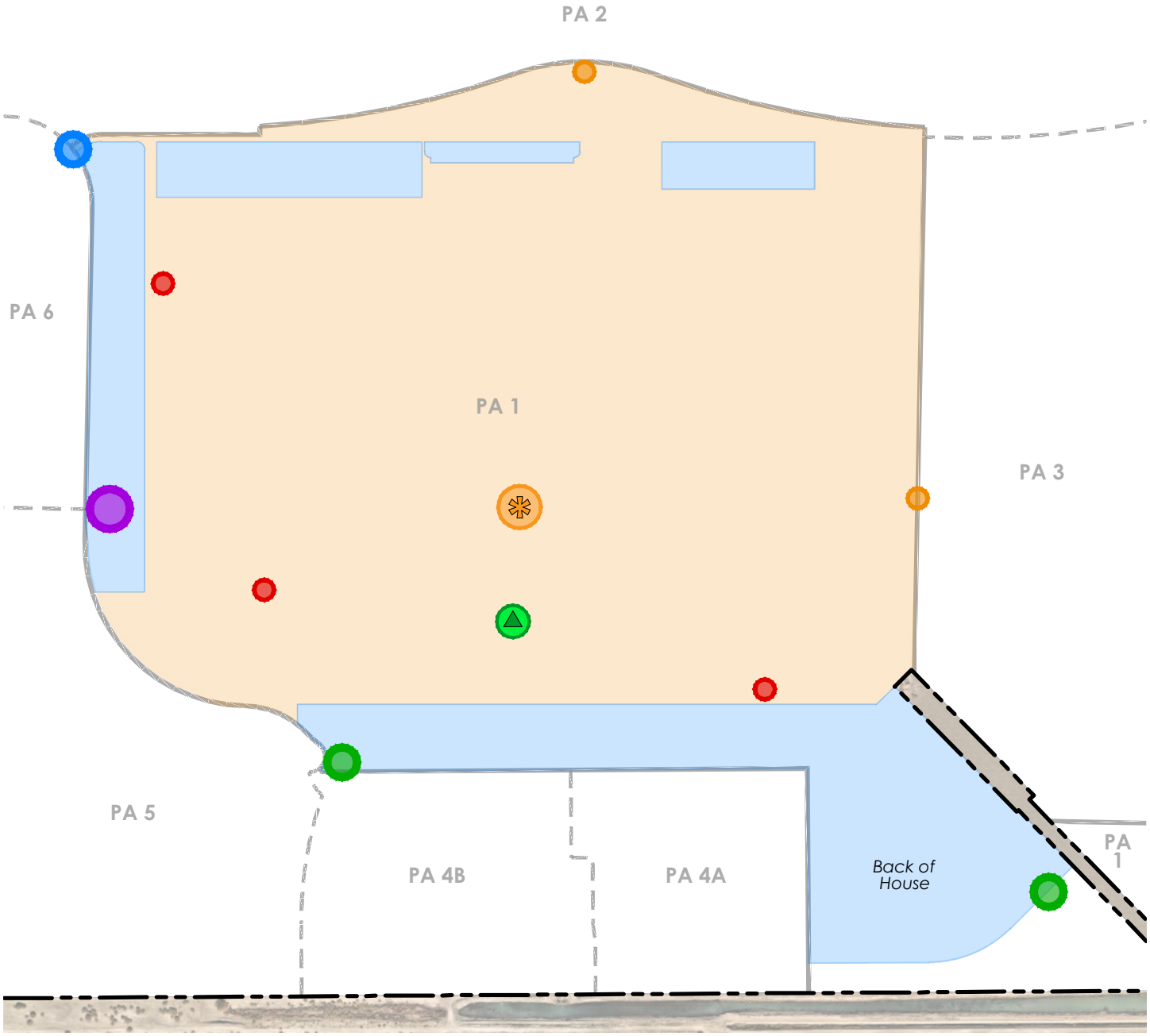
Planning Area 1 consists of approximately 231 acres for tourist commercial development located in the center of the Specific Plan. It will allow development of a full service equestrian center. Representative uses include barns, stables, arenas, horse trails, event areas, riding fields, farrier/veterinary services, equestrian themed retail, dining, parking, and back of house maintenance/service uses.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards

Planning Area Development Standards

1. The primary entry to Planning Area 1 is from Harrison Street via the Primary Collector Road with secondary access on Harrison Street.
2. Refer to Chapter 2 for project-wide planning standards.
3. Refer to Chapter 4 for landscape and architectural design guidelines.
4. Planning Area 1 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Development will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
5. Refer to Figure 3.1 Planning Area 1 Overview for more access, entry, and Planning Area specific detials.



Legend			
	Project Boundary		Primary Entry (Manned Year Around)
	Planning Area Boundary		Secondary Entry (Season Only)
	Parking & Service Zone		Secondary Entry
	Vehicle Exclusion Zone (Horses & Golf Carts Only)		Cart Entry Gate
	VIP Gathering/ Dining Commons		Cart Restriction
	Primary Entry Gateway		

Note: All other streets are local roads and are allowed as described in Figure XX. Street patterns shown are illustrative only and may be adjusted subject to approval of a tentative tract map or plot plan that complies with County engineering standards.

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 1 OVERVIEW

FIGURE 3.1

3.2 Planning Area 2 – Estate Residential

Planning Area Description

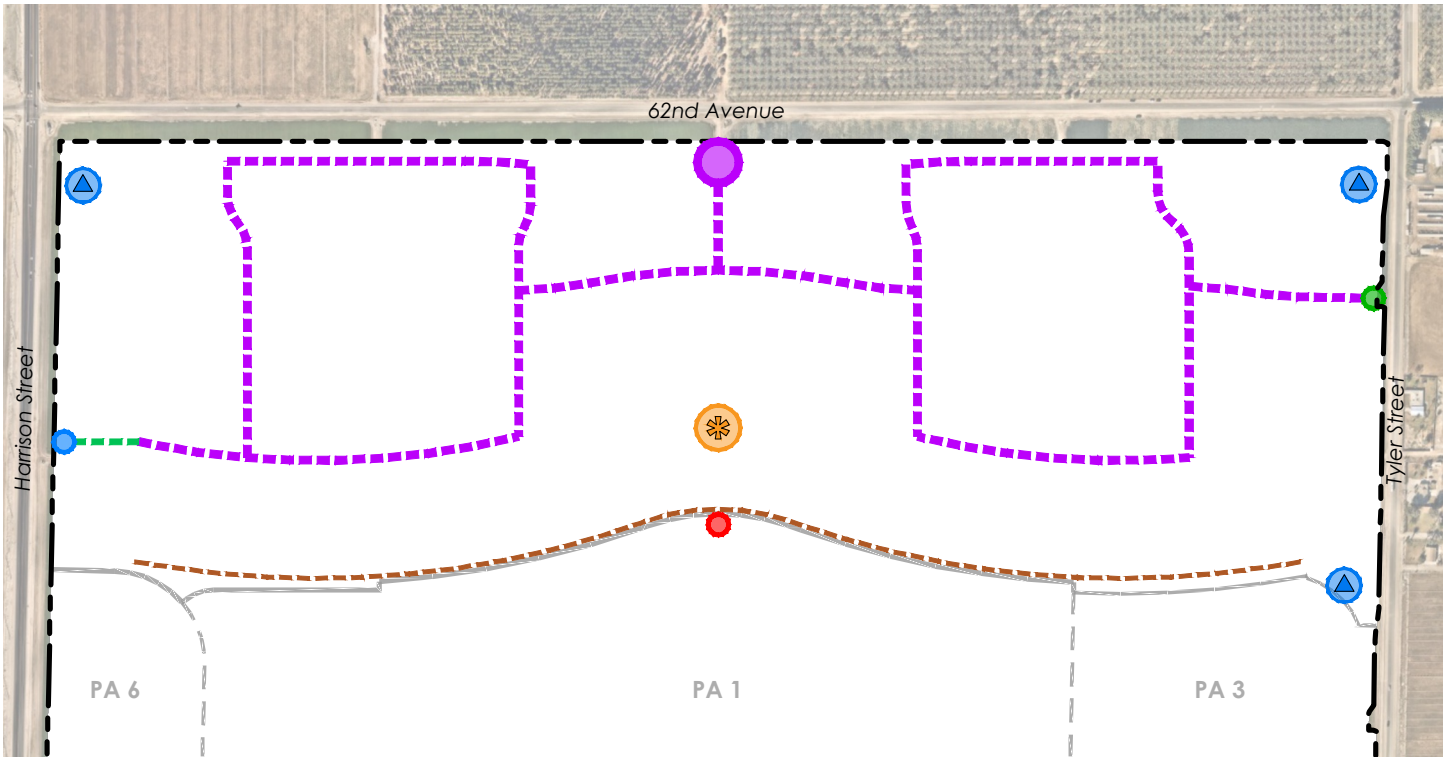
Planning Area 2 contains approximately 187 acres for low density residential developement located in the northern portion of the Specific plan. It allows for the development of equestrian lifestyle estate residences on lot sizes rangining from half-acre to two acres. Representative uses within this planning area include single-family homes, clubhouse, equestrian trails, and open space/retention areas.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards

Planning Area Standards

1. The primary entry to Planning Area 2 is on 62nd Avenue with secondary access from Tyler Street and Harrison Street.
2. This planning area will be developed with a community recreation center to serve neighborhood residents. The community center will, at a minimum, include a community clubhouse and swimming pool. Other complimentary amenities, such as sports courts (pickleball, tennis, bocce ball, etc.), multi-use turf gathering and recreation areas, dog parks, community gardens, shaded barbecue & picnic facilities, bathrooms, trails, tot lots and par courses may also be included subject to market demand and demographic characteristics.
3. Refer to Chapter 2 for project-wide planning standards.
4. Refer to Chapter 4 for landscape and architectural design guidelines.
5. Planning Area 2 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the relevant Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan) except the average parcel size requirement The estate lot size essential for this equestrian lifestyle community will fall in between the high and low ranges.
6. Refer to Figure 3.2 Planning Area 2 Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Local Street (32' ROW)
	Emergency Access (24' Easement)
	Service Driveway (15' Road)
	Community Amenity
	Potential CVWD Well Site
	Primary Entry
	Secondary Entry
	EVA Only Access
	Horse Park Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 2 OVERVIEW

FIGURE 3.2

3.3 Planning Area 3 – Neighborhood Residential

Planning Area Description

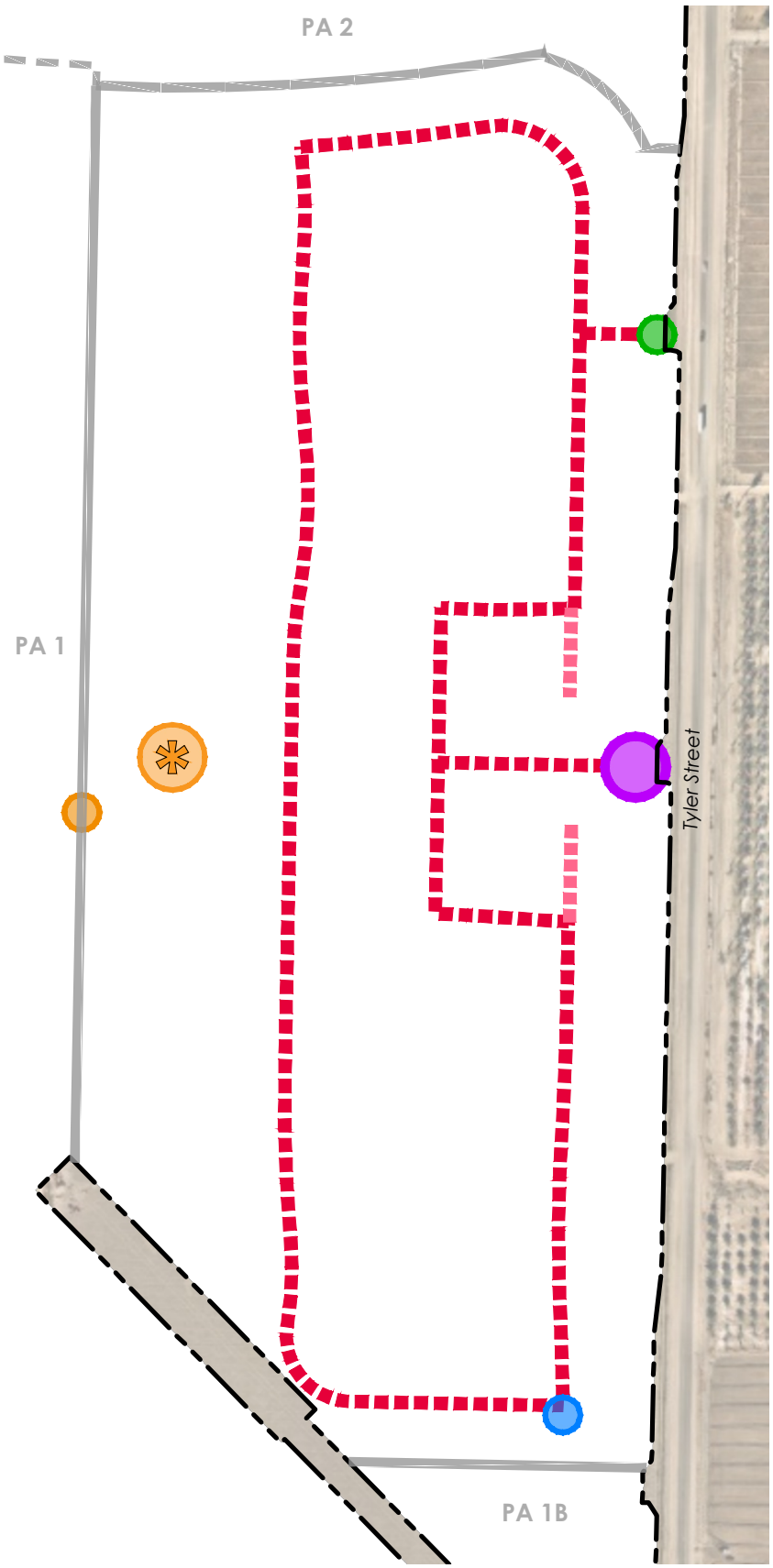
Planning Area 3 contains approximately 72 acres for medium density residential development located in the eastern portion of the Specific Plan. It allows up to 390 attached and detached residential units at no less than 5 dwelling units per acre. Representative uses within this planning area include single-family detached and attached homes, clubhouses and other community amenities.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards.

Planning Area Standards

1. The primary and secondary entries to Planning Area 3 are on Tyler Street.
2. This planning area will be developed with a community recreation center to serve neighborhood residents. The community center will, at a minimum, include a community clubhouse and swimming pool. Other complimentary amenities, such as sports courts (pickleball, tennis, bocce ball, etc.), multi-use turf gathering and recreation areas, dog parks, community gardens, shaded barbecue & picnic facilities, bathrooms, trails, tot lots and par courses may also be included subject to market demand and demographic characteristics.
3. Refer to Chapter 2 for project-wide planning standards.
4. Refer to Chapter 4 for landscape and architectural design guidelines.
5. Planning Area 3 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
6. Refer to Figure 3.3 Planning Area 3 Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Local Street (37' ROW)
	Local Street (33' ROW)
	Community Clubhouse
	Primary Entry
	Secondary Entry
	EVA Only Access
	Cart Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 3 OVERVIEW

FIGURE 3.3

3.4a Planning Area 4a – Horse Park Workforce Housing

Planning Area Description

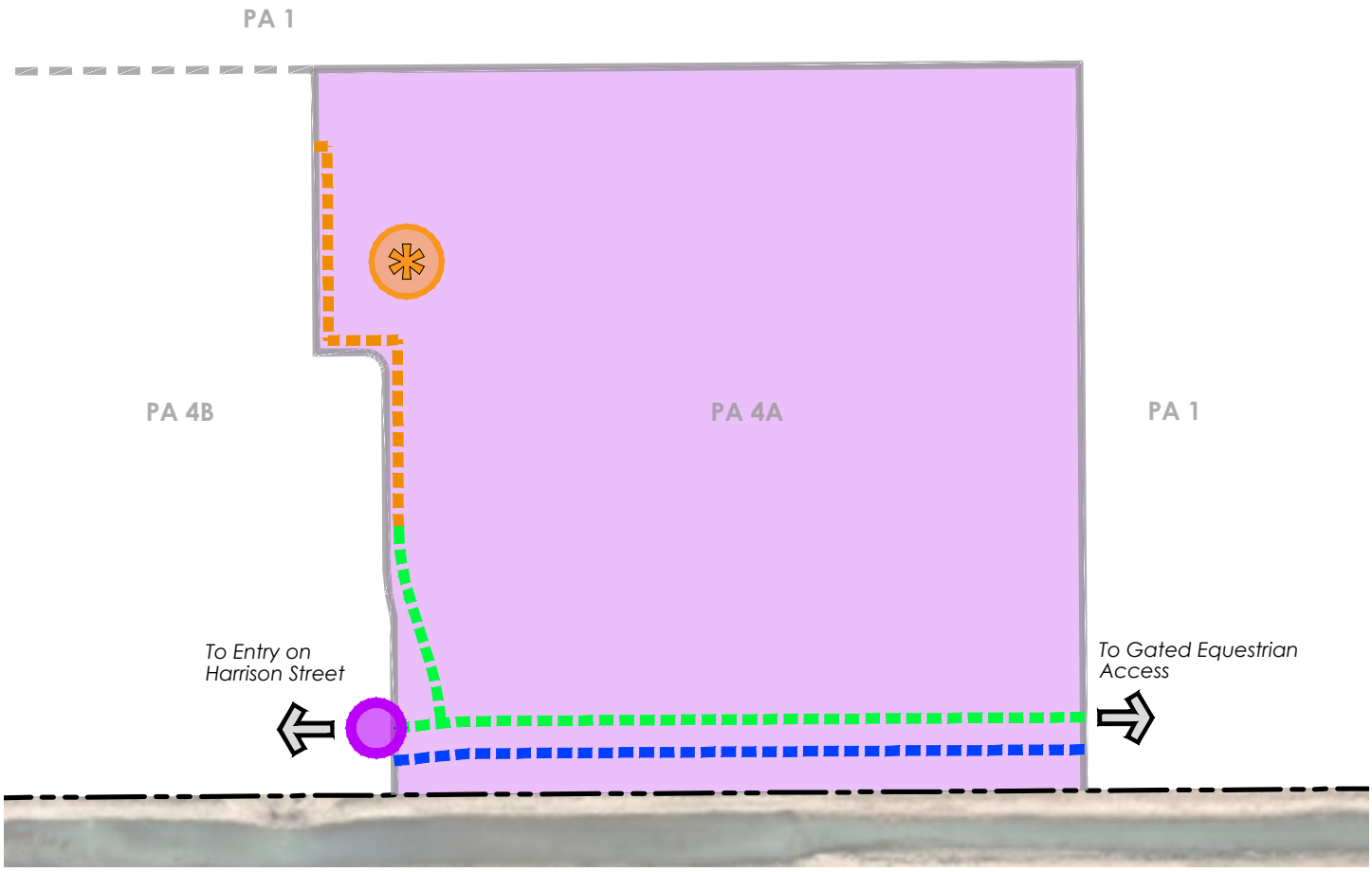
Planning Area 4a contains approximately 18.3 acres of land for highest density residential development located in the southern portion of the Specific Plan. It allows for development of workforce housing consisting of modular housing units (between 300-500 dwelling units).

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards.

Planning Area Standards

1. The primary entry to Planning Area 4a is from Harrisson Street with secondary access to Harrison Street via the Primary Collector road.
2. This planning area will be developed with a community laundromat, outdoor gathering space and barbeque amenities to serve resident workers.
3. Refer to Chapter 2 for project-wide planning standards.
4. Refer to Chapter 4 for landscape and architectural design guidelines.
5. A public trail easement will be dedicated adjacent to 64th Avenue.
6. Planning Area 4 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
7. Refer to Figure 3.4 Planning Area 4a Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Local Street (60' ROW)
	Local Street (30' ROW)
	Public Trail (20' Easement)
	Workforce Cottage Housing
	Community Amenity
	Primary Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 4A OVERVIEW

FIGURE 3.4A

3.4b Planning Area 4b –Workforce RV Housing

Planning Area Description

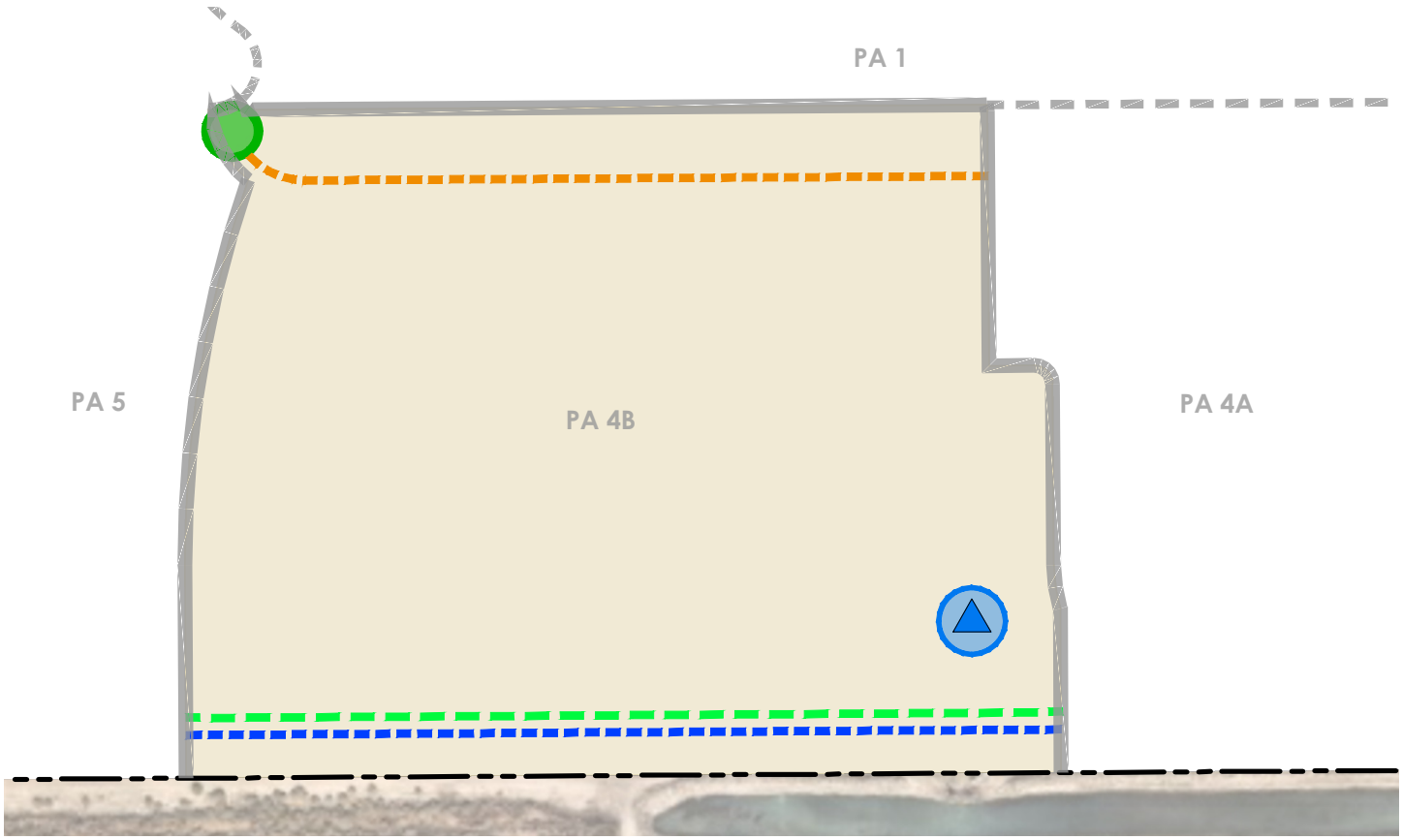
Planning Area 4b contains approximately 22.8 acres of land located in the southerly portion of the Specific Plan intended to supplment access to workforce housing by providing recreational vehicle parking spaces (up to 320 stalls) for those who travel from show to show and live out of an RV.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards.

Planning Area Standards

1. The primary entry to Planning Area 4b is from Harrison Street with secondary access to Harrison Street via the Primary Collector road.
2. This planning area will be developed with a community laundromat, outdoor gathering space and barbeque amenities to serve resident workers.
3. Refer to Chapter 2 for project-wide planning standards.
4. Refer to Chapter 4 for landscape and architectural design guidelines.
5. A public trail easement will be dedicated adjacent to 64th Avenue.
6. Planning Area 4 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
7. Refer to Figure 3.4b Planning Area 4b Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Local Street (60' ROW)
	Local Street (30' ROW)
	Public Trail (20' Easement)
	Workforce RV Housing
	Potential Well Site
	Secondary Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 4B OVERVIEW

FIGURE 3.4B

3.5 Planning Area 5 – Resort/Hotel

Planning Area Description

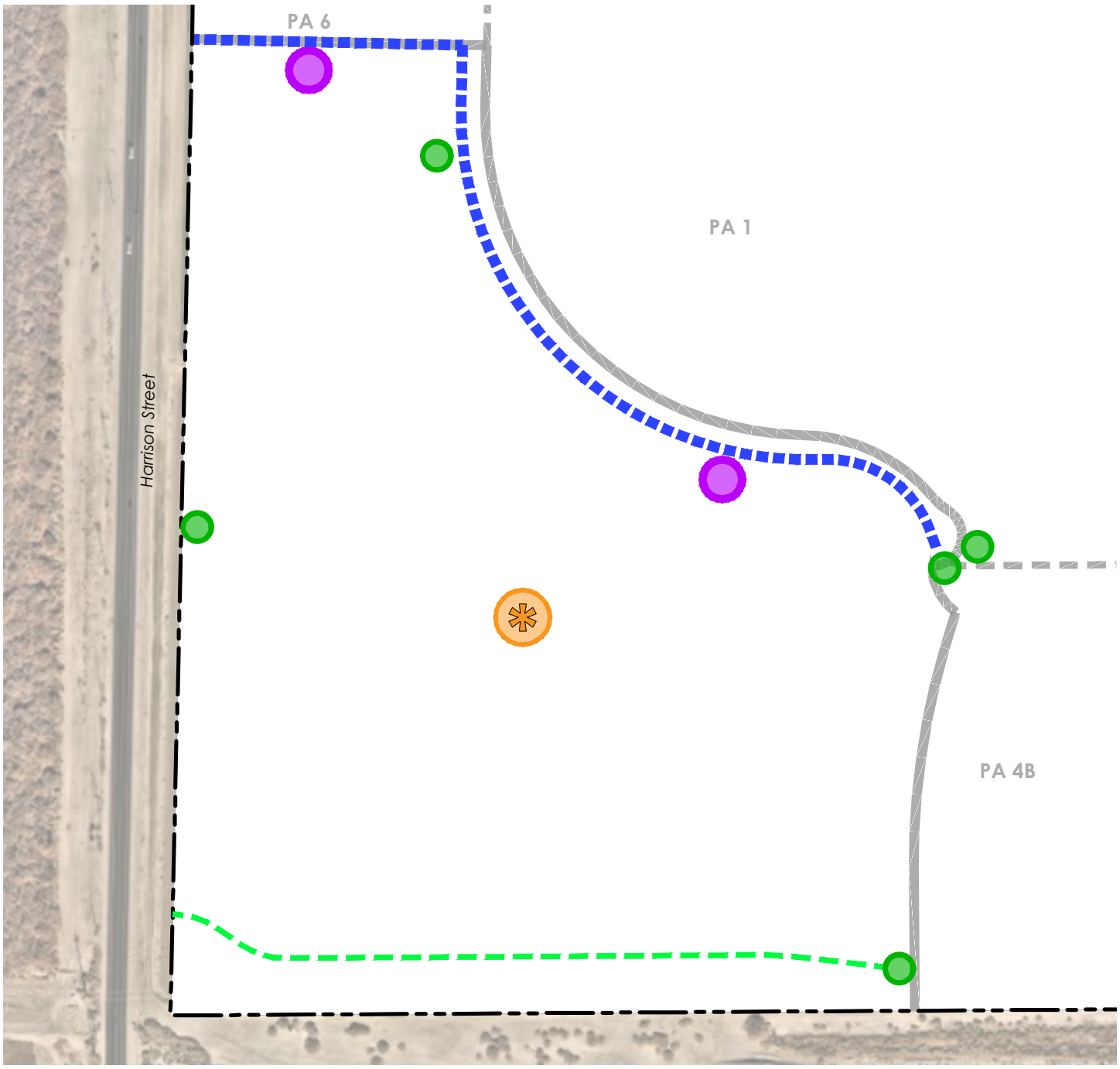
Planning Area 5 contains approximately 55 acres of land located on the westerly portion of the Specific Plan and will allow for primarily hotel, retail, and extended stay condomium uses.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards.

Planning Area Standards

1. The primary and secondary entries to Planning Area 5 are to Harrison Street via the Primary Collector Road.
2. This planning area will include a central water feature or recreational amenity as a focus for resort living.
3. Refer to Chapter 4 for landscape and architectural design guidelines.
4. Refer to Chapter 2 for project-wide planning standards.
5. Planning Area 5 is located within Land Use Compatibility Zone D and E for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
6. Refer to Figure 3.5 Planning Area 5 Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Local Street (60' ROW)
	Primary Collector with Public Access (23'-112' ROW Varies)
	Central Resort Amenity
	Primary Entry
	Secondary Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 5 OVERVIEW

FIGURE 3.5

3.6 Planning Area 6 – Commercial Village

Planning Area Description

Planning Area 6 consists of approximately 22 acres of land located in the western portion of the Specific Plan bordering Harrison Street and will promote a variety of commercially oriented development such as retail, restourant, recreation and similar uses.

Planning Area Zoning

See Ordinance No. 348 (Chapter 5 – Specific Plan Zoning Ordinance) for allowable uses and development standards.

Planning Area Standards

1. The primary and secondary entries to Planning Area 6 are to Harrison Street via the Primary Collector Road.
2. Refer to Chapter 2 for project-wide planning standards.
3. Refer to Chapter 4 for landscape and architectural design guidelines.
4. Planning Area 6 is located within Land Use Compatibility Zone D for the Jacqueline Cochran Regional Airport. Implementing development plans will incorporate the necessary Zone D consistency criteria as per Table 2A of the RCALUCP (included as Appendix A of this Specific Plan).
5. Refer to Figure 3.6 Planning Area 6 Overview for more access, entry, and Planning Area specific detials.



Legend	
	Project Boundary
	Planning Area Boundary
	Primary Collector with Public Access (23'-112' ROW Varies)
	Primary Entry
	Secondary Entry

NORTH
N.T.S.

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

PLANNING AREA 6 OVERVIEW

FIGURE 3.6

CHAPTER 4: DESIGN GUIDELINES

4.1 Overview and Purpose

The guidelines contained in this Chapter are intended to allow for flexible, creative design for the development of a high-quality equestrian center, a variety of commercial and resort uses, and various residential neighborhoods within the Thermal Ranch Specific Plan. These guidelines identify unifying elements for site planning, building, and landscape design which are intended to be compatible with the surrounding area and promote high-quality development within the Specific Plan. This comprehensive approach represents an understandable and predictable role in shaping the physical future by emphasizing site design, building form, and landscape design. The exhibits, photos, and illustrations provided are conceptual only and do not depict final designs, nor should they limit the range of expression among the developer or their professional design team. General and commercial design guidelines for this project are provided in this Chapter below. For residential uses, the project intends to largely follow the County Wide Design Standards and Guidelines which will be attached in the Appendix when available.

4.2 Vision Statement and Community Character

The Thermal Ranch Specific Plan is envisioned as a unique living and lifestyle community comprising of various residential neighborhoods, a variety of commercial and resort uses (retail space, hotels, golf, RV park, etc.), all surrounding a world-class equestrian center. The equestrian center which lies at the heart of the project will serve as the project's focal point, providing a sense of place and establishing the character for the Thermal Ranch community. The equestrian center will largely focus on farmhouse and agrarian architecture. Due to the variety of uses proposed, the design guidelines provided in this chapter will focus on broad concepts rather than specific details. The Thermal Ranch character will be captured through carefully integrating architecture and landscape into the overall design, resulting in a pedestrian/equestrian-oriented community and visually engaging place to live and ride.

4.3 General Design Guidelines

Site Design

Integration of effective site planning techniques, incorporated with basic design elements will enhance the visual experience of the development. Key site planning principles include:

- Site design should be compatible with the surrounding development and the public street frontages.
- Buildings should be located and orientated to respect the need for privacy of surrounding uses, especially adjoining residential development.
- Develop a pedestrian-friendly site design encouraging pedestrian links such as interior pathways, greenways, and crosswalks are encouraged to connect future onsite uses.
- Uses that are developed should complement other uses onsite and be compatible with the overall vision of the Specific Plan and community.

- Entries shall be clear, identifiable, and street oriented driveways must be provided at the project and parking entrances. Parking entrances should be designed to ensure safe pedestrian access and provide clean line-of-sight-walkways.

- Public gathering spaces such as outdoor plazas and patios shall be encouraged in commercial retail or restaurant buildings. Inviting outdoor spaces create an environment of relaxation and community interaction. Trees, planting, and comfortable site furnishings contribute to enhanced enjoyment of these spaces. Dynamic and seasonal shading strategies for exterior occupied spaces such as plazas and seating areas shall be incorporated.

- Promote safe pedestrian movement through highly visible pathways and walkways. Pedestrian and plaza spaces shall be thoughtfully separated from parking lots and vehicular movement through creative landscaping and built structures.

Lighting

Lighting contributes to the safety and security of commercial and residential development. It should complement and enhance the architectural style of buildings and contribute to the overall character of the center.

- Sufficient lighting shall be provided to ensure safe vehicular, equestrian, and pedestrian orientation and the security of persons, property, and vehicles during low-light periods.

- Lighting must be high quality and attractive and should be selected as part of the overall building and landscape theme. Creative fixture design is encouraged.

- Commercial buildings may use distinctive accent lighting on buildings to highlight individual tenants, provided that the lighting is complementary to the overall lighting style of each commercial center.

- Specialized lighting is appropriate for entries, building towers, public art, water features, and other unique architectural elements.

- Light fixtures must be the appropriate scale and location to avoid spillover or glare into surrounding areas.

- Lighting fixtures shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.

- Lighting fixtures should include photocell control to reduce energy usage.





Lighting design for different uses. Lights can serve for both nighttime visibility and ambiance

Signage

Signs and graphics play a large role in creating and reinforcing the desired feel of a vibrant community and provide for residential and business identity and individuality. Non-residential signs are intended for identification and wayfinding and to help orient visitors and direct them to the appropriate activities. Residential signage is intended to help establish the character of particular development while continuing the community theme.

Signs within the Thermal Ranch Specific Plan should comply with the following guidelines:

- Reinforce that character, branding, and identity.
- Be simple and easily readable, enhance the center's environment, and not contribute to visual clutter.
- Be in scale with the buildings and the surrounding pedestrian environment.
- Provide significant contrast between lettering colors and background colors for legibility.
- Be aesthetically pleasing and visually complement the style of the associated building and community.
- Conceal sign conduits, transformers, junction boxes, etc. from view.
- Use permanent sign materials.
- Not cover windows or important architectural features.
- Use typefaces that are easy-to-read.
- Maximum dimensions for message sign areas shall be limited to dimensions established by Riverside County Ordinance No. 348.

- Monument signs shall be placed in a landscape or plaza area and not inhibit pedestrian circulation.

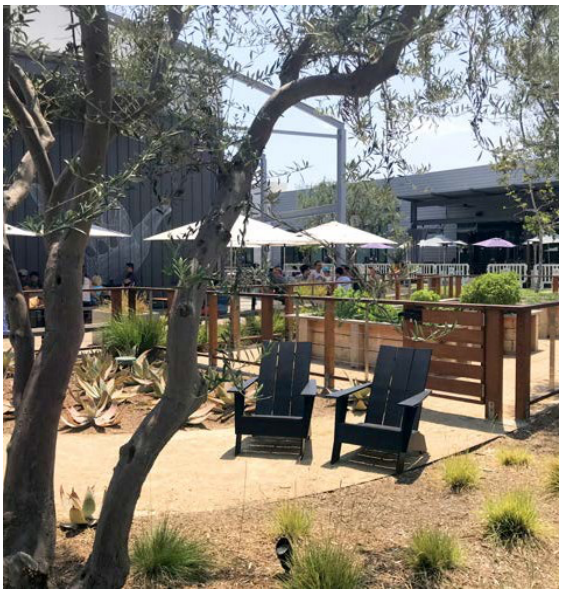


Signage and monumentation examples

Public Spaces

A vibrant and convenient pedestrian environment is encouraged throughout the project. The following are recommendations regarding public spaces:

- Public pedestrian spaces or plazas should contain seating, shaded areas, lighting, and landscaping to create friendly, safe, and comfortable spaces.
- Active commercial uses such as restaurants, building entries, storefront display windows that encourage window shopping, and outdoor eating areas should front onto public spaces.
- Large, paved areas should be broken into smaller visual surfaces through the use of changes in decorative paving, such as stone, brick, or stamped concrete.
- In commercial areas, tree wells and landscaping in planters should be provided along pedestrian walkways and drive aisles.





Public spaces with seating, shade trees, lighting, and interesting landscape elements

Non-Vehicular Circulation

- On-site amenities for bicycle parking shall be provided at safe and convenient areas.
- Bicycle lanes should be clearly marked with pavement striping and bicycle routes with appropriate signage.
- The project should include a convenient and interconnected system of equestrian, pedestrian, golf cart, and bicycle paths as appropriate to each Planning Area.

Fencing and Walls

- Fences and walls in commercial areas may be used to define space, such as café seating, but should not obstruct pedestrian passage.
- Open space areas adjacent to streets and pedestrian rights-of-way shall avoid fencing or use view fencing if fencing is required for safety reasons.
- Fencing or walls should be used to screen trash receptacles and service areas. Such fencing and walls must be of solid construction and a minimum of 6 feet high.





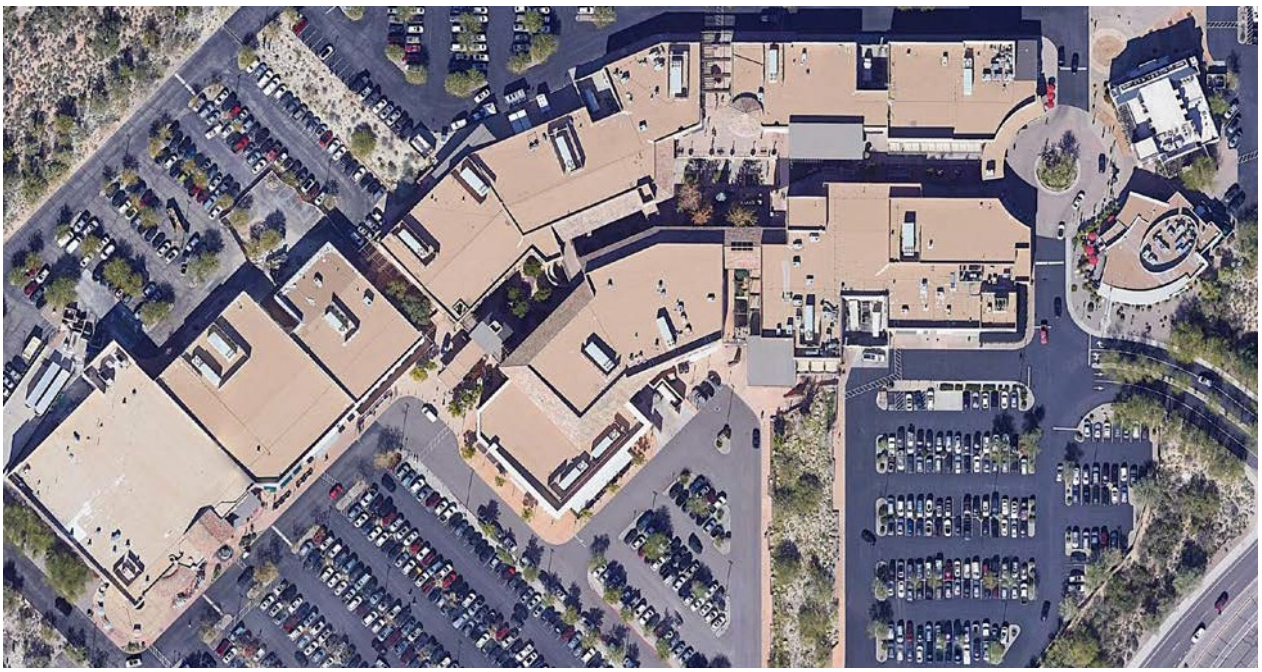


Wall and fence examples, style should be appropriate to use

4.4 Commercial Architecture

The following recommendations should be addressed in the planning of the commercial area:

- Buildings should be grouped to create a concentrated, positive outdoor setting.
- Building entrances should create a visually inviting storefront with direct, identifiable, and safe access from streets and pedestrian walkways.
- Commercial development should be designed with an internal circulation system that includes well-defined pedestrian paths to avoid vehicular and pedestrian conflicts. Few or no parking spaces should back onto major entry drive aisles.
- Entries to commercial buildings should be clearly articulated and accessible from parking.
- Entries to buildings that front walkways and gathering places should include awnings, overhangs, arcades, or other architectural treatments to articulate the entry.
- Service areas should be screened from public view, whenever feasible.
- Site design should provide for outdoor seating areas.
- Service areas and loading functions should be integrated into a circulation pattern that minimizes conflicts with vehicles and pedestrian.



Example commercial layout (for illustrative purpose only)

- Site design should provide for outdoor seating areas.

Service areas and loading functions should be integrated into a circulation pattern that minimizes conflicts with vehicles and pedestrians.

Building Form

The commercial center should be designed to create a human-scale form that encourages walking and reduces the mass and bulk of large buildings. Building form should be articulated to add interest and reduce the appearance of building height and bulk. This can be achieved through the following design techniques:

- All sides of buildings visible to the public should be detailed and designed with interesting facades.
- Vary building materials, colors, and architectural elements, such as windows, entries, overhangs, awnings, arcades, recesses, trellises, and roof lines.
- Create a building base at the pedestrian level with high-quality materials that visually anchor the building to the ground plane.
- Individual tenant spaces in commercial centers should be easily identifiable: Place columns, piers, or pilasters between building bays.
- Vary the building facades with recessed entrances, creating niches for landscaping and pedestrians.
- Arcades and roof overhangs are encouraged for shading.
- Vary building or roof heights if style appropriate.
- Integration of a landmark feature into the building design is encouraged to help define the community image. Such features could include steeples, towers, or other vertical architectural elements that provide prominent symbols visible from surrounding neighborhoods and major roadways. Special treatment for corner buildings is encouraged.
- Building materials and colors should complement the architectural style of the community but may be used in a way to create a distinctive identity.
- Entries should be clearly articulated and easily accessible from parking lots and parking structures.

- Commercial frontages should provide a transparent facade area, such as windows, entries, and storefront displays, along the commercial street.





Building fronts with visibility both in and out, pronounced entries, engaging frontages

Materials and Finishes

High-quality, attractive, and durable materials should be used for all buildings, landscaping, paving, and signage.

- Durable exterior materials should be used on all sides of buildings.
- The predominant color on a building should be compatible with the overall character of the commercial center.
- Accent materials such as brick, stone, wood, or wrought iron may be used to highlight architectural elements.




Varied use of materials and colors to create architectural interest

4.5 Residential Architecture

Residential Planning Areas will utilize the County Wide Design Standards and Guidelines for residential projects as provided in Appendix B of this Specific Plan.

4.6 Architectural Character

Figures 4.1 – 4.11 Architectural Character Imagery on the following pages is intended to present representative examples of the design intent and features described in the Specific Plan's architectural guidelines. The images are not intended to promote any particular architectural style but rather depict design features (such as massing, form, materials, etc.) that reflect the types of developments that would be compatible within the Specific Plan. The images shown in these figures are purely conceptual and future developments are not required to match in terms of intensity or architectural style.









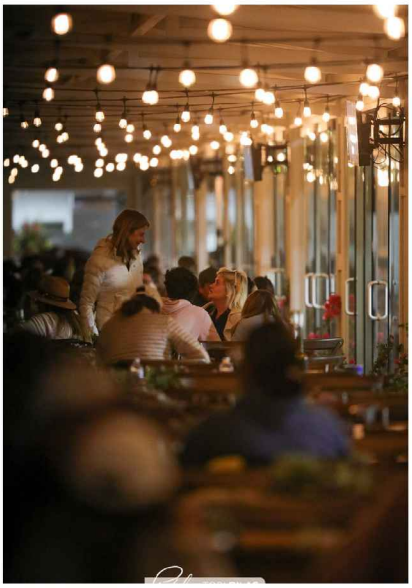
EQUESTRIAN CENTER INSPIRATION

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: EQUESTRIAN CENTER

FIGURE 4.1





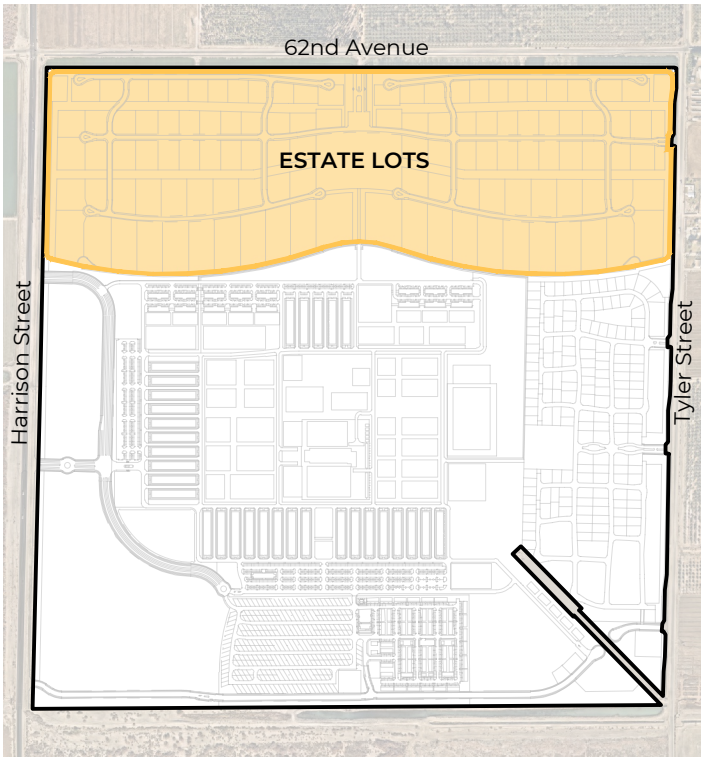


Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: EQUESTRIAN CENTER 2

FIGURE 4.2







CUSTOM HOMES & LUXURY AMENITIES





Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: ESTATE LOTS 1

FIGURE 4.3





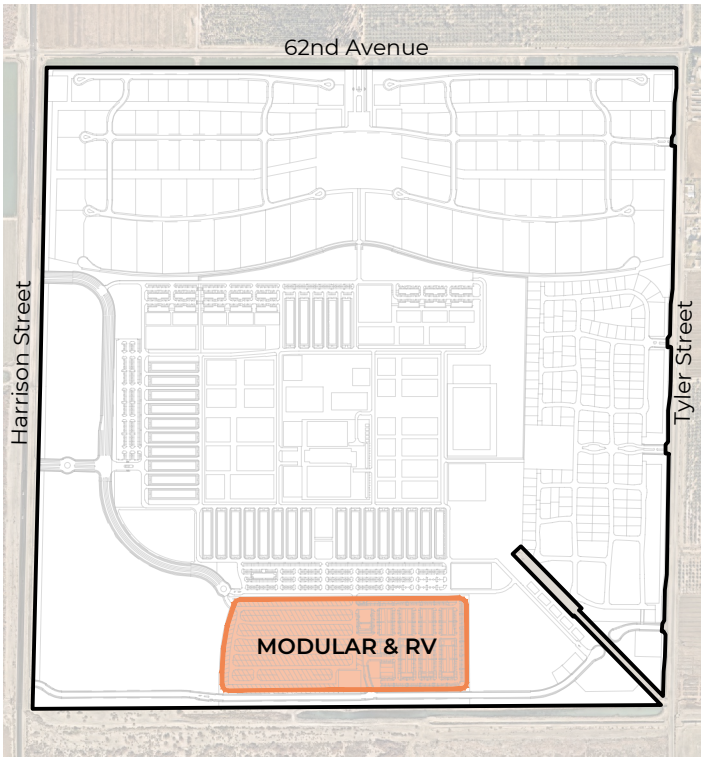


Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: ESTATE LOTS 2

FIGURE 4.4







MODULAR & RV HOMES

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: MODULAR / RV HOMES 1

FIGURE 4.5





Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: MODULAR / RV HOMES 2

FIGURE 4.6



PERSPECTIVE - FRONT VIEW



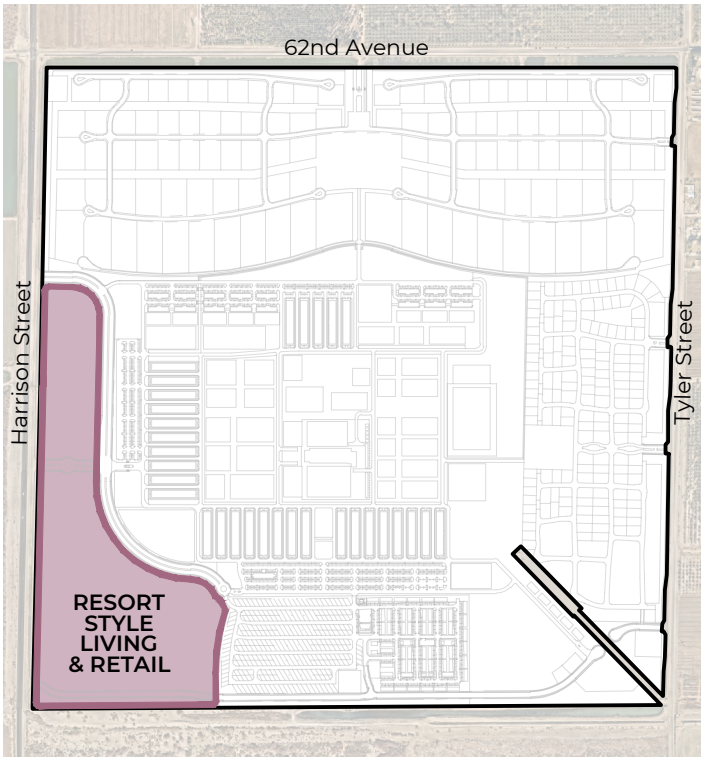
PERSPECTIVE - REAR VIEW

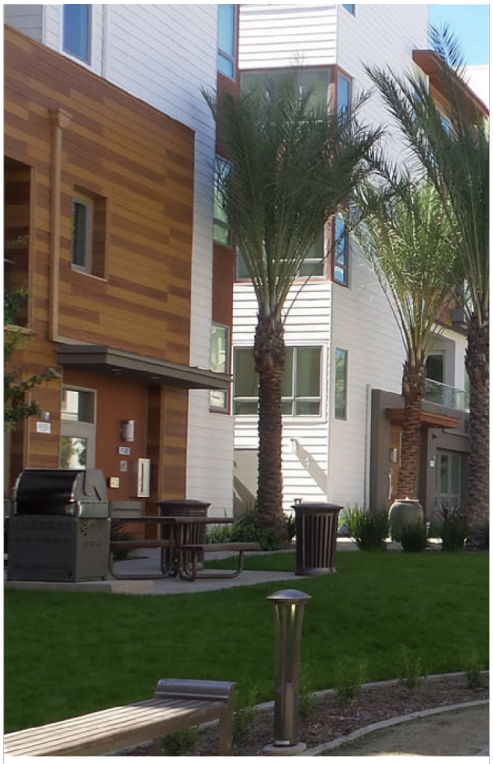
Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: MODULAR / RV HOMES 3

FIGURE 4.7







RESORT LIVING & RETAIL



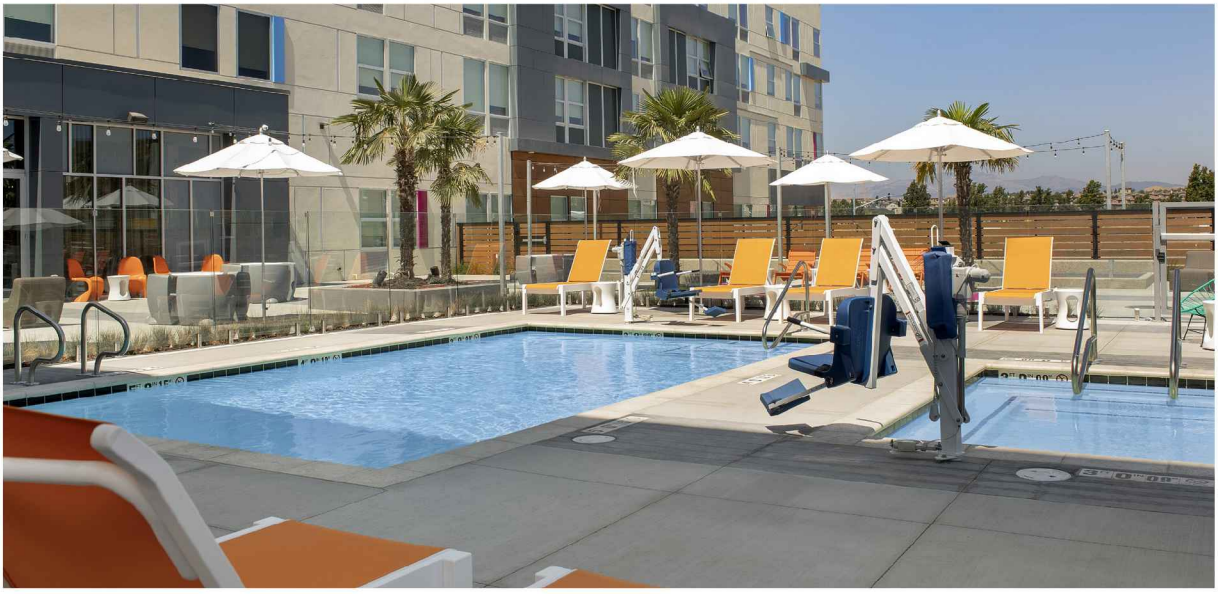


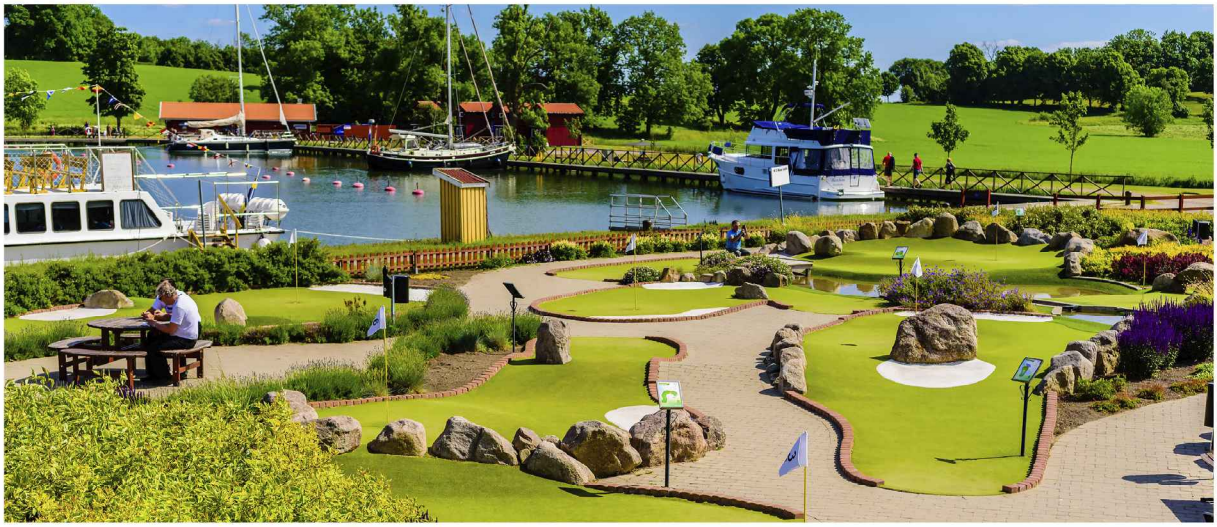
Source: MSA Consulting, Inc.

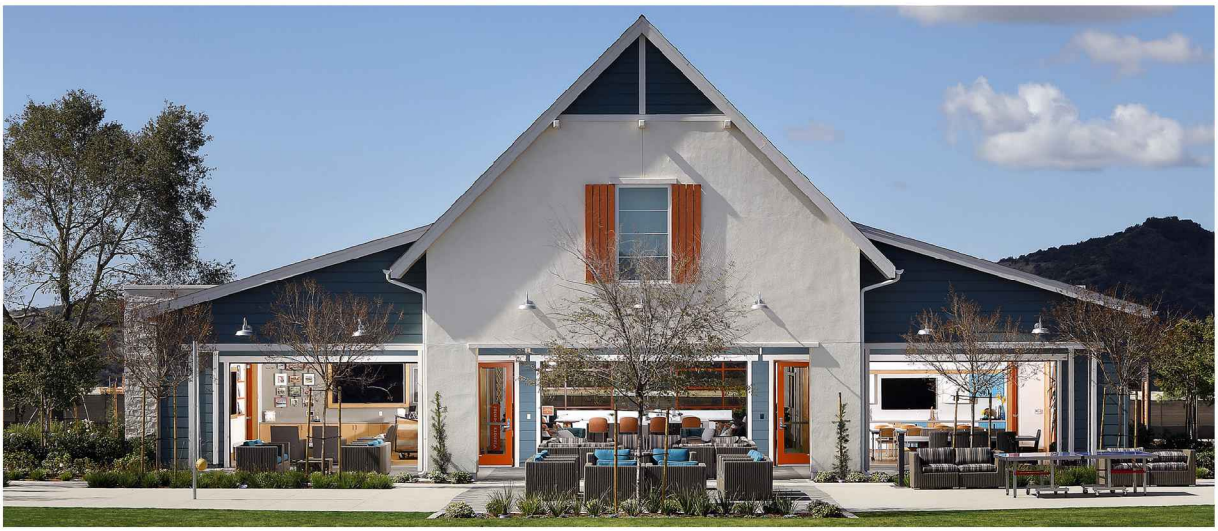
Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: RESORT LIVING & RETAIL 1

FIGURE 4.8





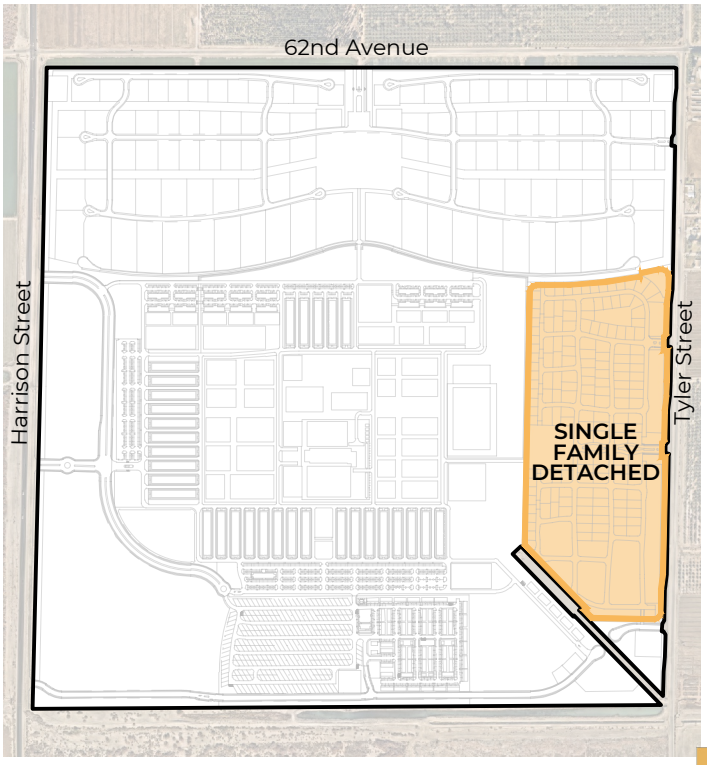


Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

ARCHITECTURAL CHARACTER: RESORT LIVING & RETAIL 2

FIGURE 4.9





SINGLE FAMILY HOMES & TOWNHOMES



Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

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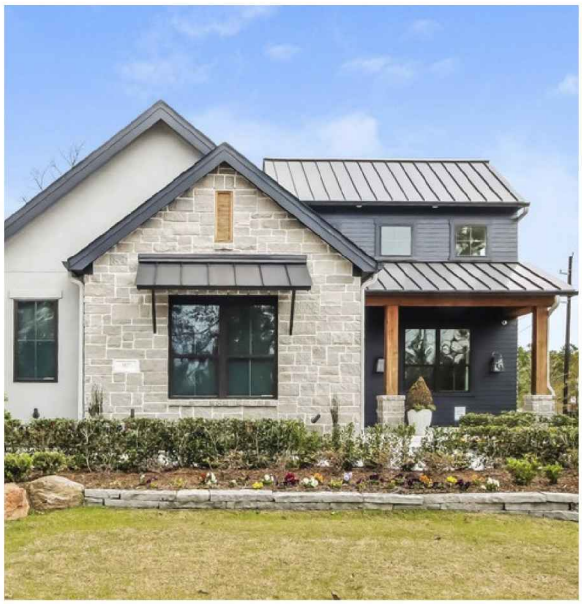
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM

ARCHITECTURAL CHARACTER: SINGLE FAMILY DETACHED & TOWNHOMES 1

FIGURE 4.10









Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

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>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM

ARCHITECTURAL CHARACTER: SINGLE FAMILY DETACHED & TOWNHOMES 2

FIGURE 4.11

4.7 Landscaping





The following landscape design guidelines are intended to ensure a high level of creative landscape design within the Thermal Ranch Specific Plan. Because a wide range of uses are permitted within this Specific Plan, specific design guidelines are provided to account for a variety of development contexts. The guidelines established in this section will ensure that all landscape development within this Specific Plan is complementary within the project and with the surrounding community. All projects within this Specific Plan must be consistent with the design guidelines and features covered in this section.

The guidelines have an emphasis on non-invasive drought tolerant plant materials that are climate-appropriate, water efficient, and sustainable. The plant palette throughout the Specific Pan area shall utilize a low maintenance and low water palette. The landscaping and irrigation plans and system shall comply with all County ordinances relating to water efficiency and shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep root irrigation. The water use calculations for this system will be prepared and submitted per Coachella Valley Water District (CVWD) irrigation design requirements. *Figure 4.11 Plant Palette* provides a list of plant materials approved for use in the Thermal Ranch Specific Plan. Plant materials not listed in the plant palette may be used provided they are drought tolerant and compatible with the project and desert environment.

The community character is further enhanced through landscape elements. Selective plantings reinforce the scale of pedestrian walkways, streetscapes, equestrian areas, and gathering spaces. The landscape design should incorporate the following concepts:

- Landscape treatments should maximize the use of native desert and compatible drought- tolerant plant materials. Species must comply with the County and Coachella Valley Water District water conservation ordinance requirements.
- Encourage the use of plants as a major design element including using contrasting texture and mass planting of bold or fine plant material.
- Use of turf grass should be limited to equestrian uses, functional play, and active use areas.
- Incorporate trees to shade walkways, plazas, standing areas, and recreation spaces.

- Landscaping should be an integral component to the overall project design
- Landscaping should enhance the quality of developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses and providing shade
- Street frontages along Harrison Street and Ave 64 should provide for a consistent and attractive landscape treatment while also allowing for visibility of retail buildings from public views.
- Primary entries to be enhanced with the use of iconic plantings and signage.
- Trash enclosures shall be screened from public view with walls and or plantings.
- Shading provided by tree groupings will be incorporated into the overall retail commercial area.
- Landscape lighting will be provided to enhance pedestrian areas and nodes along with certain planting groups.
- Retail Commercial Buildings should be designed to incorporate landscape planters into store frontage. This can be done by means of raised planters, sidewalk cutouts, or portable planters.





Sustainability and Water Efficiency

The plant palette throughout the Specific Pan area shall utilize a low maintenance and low water palette. Turf grasses will only be permitted in "use" areas that include open lawn for play/ recreation and for the infiltration portions of detention basins. Annual plant materials are allowed in accent landscaping areas but shall not be allowed in permanent planting areas of the Specific Plan.

The landscaping and irrigation plans and system shall comply with all City ordinances relating to water efficiency and shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep root irrigation. The water use calculations for this system will be prepared and submitted per Coachella Valley Water District's (CVWD) irrigation design requirements.

Landscape lighting will include tree and shrub up lights, path lights, and step lights. All lighting will be low voltage and have low maintenance LED fixtures. The selective use of up lights will be limited to high-profile specimen tree and shrubs and will be shielded to reduce glare and hot

spots. There shall be zero lumen foot candle for all exterior lighting at any property line of abutting properties and/or public right-of-way. Lighting for landscaping, pathways and stairways, monuments and signs shall be installed as needed for security and safety purposes.

Detention Basis

Detention basins shall include desert riparian trees, desert cactus and succulents, and select groundcovers combined with rock outcroppings. Gathering areas with gabion structures are encouraged around the basins to activate these open spaces. Natural, undulating landforms are preferred over geometrically graded basins.







Any graded area left in an undeveloped condition shall be planted with drought tolerant landscaping and/or decomposed granite if they remain inactive for a period of 6 months following completion of grading. This shall include all pads or portion of the subject parcel and shall include fencing as appropriate. All landscaping and fencing shall remain in place and shall be regularly irrigated and maintained until the property has received authorization from the City to begin initial construction. The final landscape plan for each parcel or Planning Area shall contain detailed information for the planting, irrigation and maintenance of the vacant pad areas and/or undeveloped portions of the parcel.

Landscape Standards

Landscape standards (ex. minimum landscape requirements, parking lot requirements, lighting, minimum number of trees, etc.) within this Specific Plan will be consistent with those outlined in Ordinance 348 and with Riverside County Airport Land Use Commission (RCALUC) Landscape Criteria (as summarized in Table 1 and Table 2 in Appendix A of this Specific Plan).



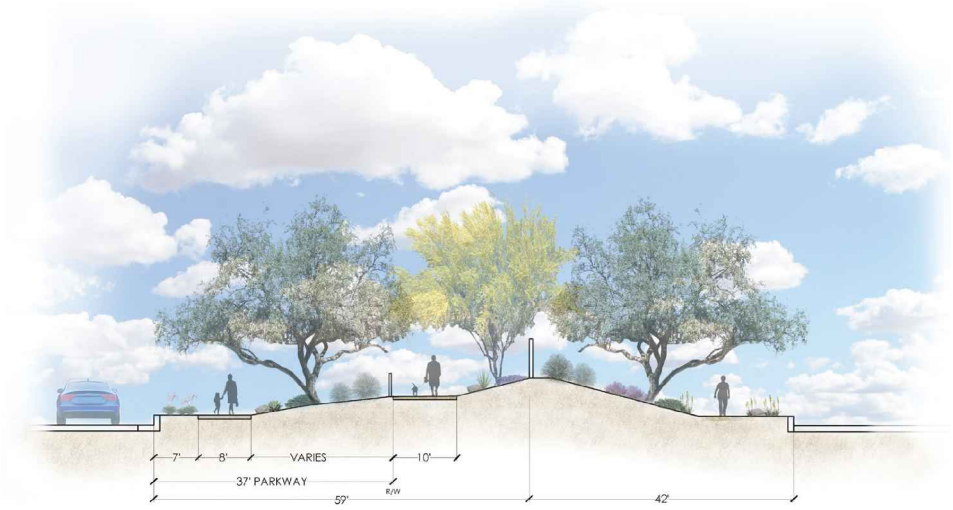


Perimeter Streets and Edge Conditions

Screening and buffering adjacent conditions will be required for successfully integrating into the surrounding community. Some edge requirements include:

- Landscaped parkways
- Sidewalks on 62nd Ave, Tyler Street, and Harrison Street
- Landscape buffers with screen planting and wall treatments

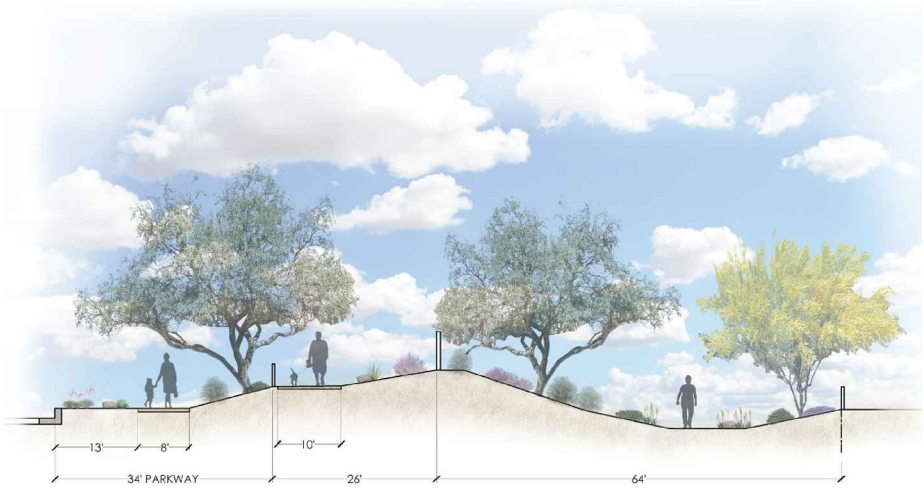
Refer to FIGURE 4.12 Conceptual Landscape Street Sections and FIGURE 2.4A TYPICAL STREET SECTIONS – PUBLIC for detailed landscape and street sections.



62ND AVENUE



TYLER STREET



HARRISON STREET

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

CONCEPTUAL LANDSCAPE STREET SECTIONS

FIGURE 4.12

LARGE AND MEDIUM TREES (15 GAL.-36" BOX)
EUCALYPTUS SPECIES
OLEA EUROPAEA 'SWANHILL' / FRUITLESS OLIVE
PARKINSONIA SPECIES
PROSOPIS SPECIES
TIPUANA TIPU / TIPU TREE
SCHINUS MOLLE / CALIFORNIA PEPPER
UPRIGHT TREES (15 GAL.-36" BOX)
ACACIA SALICINA / WILLOW ACACIA
ACACIA SALIGNA / ORANGE WATTLE
ACACIA STENOPHYLLA / SHOESTRING ACACIA
ACACIA WILLARDIANA / PALO BLANCO
CALLISTEMON SPECIES
SMALL TREES (15 GAL.-36" BOX)
ACACIA ANEURA / MULGA
ACACIA FARNESIANA / SWEET ACACIA
CAESALPINIA CACALACO "SMOOTHIE" / CASCALOTE
CHILOPSIS LINEARIS / DESERT WILLOW
CITRUS SPECIES
PALMS (20'-30' HT.)
BISMARCKIA NOBILIS / BISMARCK PALM
BEAUCARNEA RECURVATA / PONY TAIL PALM
BRAHEA ARMATA / BLUE MEXICAN PALM
CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM
PHOENIX DACTYLIFERA / DATE PALM
WASHINGTONIA ROBUSTA / MEXICAN FAN PALM
LARGE ACCENTS (5-15 GAL.)
AGAVE SPECIES
DASYLIRION WHEELERI / GREY DESERT SPOON
FEROCACTUS ACANTHODES / COMPASS BARREL CACTUS
FOUQUIERIA SPLENDENS / OCOTILLO
NOLINA NELSONII / BLUE NOLINA
OPUNTIA SPECIES
YUCCA SPECIES

SMALL ACCENTS (1 GAL.)
ALOE SPECIES
ECHINOCACTUS GRUSONII / GOLDEN BARREL CACTUS
HESPERALOE SPECIES
PILOSOCEREUS AZUREUS / BLUE TORCH CACTUS
GRASSES (1-5 GAL.)
SPOROBOLUS AIROIDES / ALKALI SACATON
SPOROBOLUS WRIGHTII / GIANT SACATON
MUHLENBERGIA RIGENS / DEER GRASS
PENSTEMON SPECIES
LARGE SHRUBS (5 GAL.)
CAESALPINIA PULCHERRIMA / BIRD OF PARADISE
LEUCOPHYLLUM SPECIES
SENNA SPECIES
SIMMONDSIA CHINENSIS / JOJOBA
TECOMA SPECIES
THEVETIA PERUVIANA / YELLOW OLEANDER
MEDIUM SHRUBS (5 GAL.)
BOUGAINVILLEA SPECIES
CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN BOTTLEBRUSH
DALEA SPECIES
EREMOPHILA SPECIES
JUNIPERUS CONFERTA / BLUE PACIFIC
LANTANA SPECIES
OLEA EUROPAEA 'MONTRA' / DWARF OLIVE
GROUNDCOVERS (1-5 GAL.)
ACACIA REDOLENS 'DESERT CARPET' / BANK CATCLAW
BACCHARIS X 'CENTENNIAL' / COYOTE BUSH
PORTULACARIA AFRA / ELEPHANT'S FOOD
PYRACANTHA X FORTUNEANA 'GRABERI' / CHINESE FIRETHORN
VINE (1-5 GAL.)
BOUGAINVILLEA X 'BARBARA KARST'
ROSA BANKSIAE 'ALBA PLENA' / LADY BANK'S ROSE

Source: MSA Consulting, Inc.

Exhibit Date: September 16, 2025

MSA CONSULTING, INC.
>PLANNING >CIVIL ENGINEERING >LAND SURVEYING
MSACONSULTINGINC.COM

PLANT PALETTE

FIGURE 4.13

CHAPTER 5: SPECIFIC PLAN ADMINISTRATION

5.1 Overview

This chapter describes the procedures for administration and implementation of the Thermal Ranch Specific Plan. The Riverside County Planning Department shall have the responsibility for plan administration and implementation as established in this chapter.

5.2 Implementation

Entitlement approvals and construction permits shall be reviewed by all applicable departments and agencies (Planning, Public Works, Building and Safety, Fire, etc.) where necessary to ensure consistency with the Specific Plan and applicable building codes. This Specific Plan establishes the general intent and comprehensive framework for the future development of the Thermal Ranch Project. However, prior to construction, various implementing approvals are required, as noted below:

Plot Plans– Future development projects within Planning Areas 5 and 6 shall follow the Plot Plan Permit process with Public Hearing (Ord. 348, Section 18.30.D.2) to ensure that project architecture, landscape, and site design have been reviewed by the Planning Commission for consistency with this Specific Plan.

Minor Plot Plans – Future Residential Clubhouse facilities within Planning Areas 2 and 3 shall follow the Administrative Minor Plot Plan process without public hearing (Ord. 348, Section 18.30.D.1) to ensure that project architecture, landscape, and site design have been reviewed by the Planning Director for consistency with this Specific Plan.

Tentative Parcel Map / Tentative Tract Map– Tentative Parcel and Tentative Tract Maps are intended to implement the project and subdivide the property into smaller parcels/lots for development or sale, including the use of Schedule J Maps for financing purposes. Tentative Maps may be filed with each phase or subphase of development as necessary in accordance with the Subdivision Map Act and Ordinance No. 460. Each Tentative Map will require review and approval by the Planning Commission.

Substantial Conformance – An approved Plot Plan may be modified to provide developers with design flexibility to respond to changing market conditions and buyer preference. Such changes may be made administratively as a Substantial Conformance determination by the Planning Director (Ord. 348, Section 18.43.B.1). Modifications listed in Section 18.43.B.1 may also include project architecture and building placement. Application materials for the substantial conformance request shall be filed in accordance with Section 18.43.A and processed in accordance with the procedures outlined in Section 18.43.D.1.

5.3 Administration

Whenever an application for an implementing project is not in substantial conformance with this Specific Plan, an amendment shall be adopted to the provisions of Ordinance 348, Section 2.8 prior to the approval of the implementing project. Per Ordinance 348, a Specific Plan Amendment requires public hearings by the Planning Commission and the Board of Supervisors.

Whenever an implementing project varies from but is in substantial conformance with this Specific Plan, an application for a determination of substantial conformance shall be made per Section

2.11 of Ordinance 348. Per the County Ordinance a determination of substantial conformance shall be made by the Planning Director and will require a public hearing by the Planning Commission.

Administrative Changes - Minor modifications that are consistent with the purpose and intent of the Thermal Ranch Specific Plan are allowed at the discretion of the County Planning Director or designee. Therefore, it is intended that this Specific Plan provide County Staff with the flexibility to interpret the details of project development as well as those items described in general terms in the Specific Plan without requiring a Specific Plan Amendment.

Requests for administrative changes shall be made in writing. If/when it is determined that changes or adjustments are necessary or appropriate, these shall be approved administratively by the County Planning Director or designee. After approval, any such administrative change shall be attached to the Specific Plan as an addendum and may be further changed and amended from time to time as necessary.

Representative examples of such changes may include, but are not limited to:

- The addition of new information to the Specific Plan maps or text that do not substantially change the effect of any regulation. The new information may include more detailed, site-specific information.
- Changes to infrastructure such as drainage systems, roads, water and sewer systems, etc.
- Deviations not exceeding 10% of the development regulations set forth in Chapter 3 of this Specific Plan will be considered on a case-by-case basis, subject to the discretion and approval of the Development Services Director.

Formal Amendments - If it has been determined that the proposed change is not in conformance with the intent of the current Specific Plan approval, the Specific Plan may be amended in accordance with the procedures set forth Article II of the Riverside County Zoning Ordinance (Ordinance 348).

Single Family Residential Architecture – Construction drawings for single family residences in Planning Areas 2 and 3 may be submitted for plan check to the Building and Safety Department subject to consistency with the Countywide Design Guidelines as noted in Section 4.5 and contained in Appendix B.

5.4 Interpretation

Uses Not Listed - The County Planning Director or designee may determine that a use not listed is included within, similar to, or comparable to a listed use and, once so determined; it shall be treated in the same manner as a listed use.

Application of Standards - Where there is ambiguity between the Specific Plan and the Zoning Code, the County Planning Director shall review pertinent information and make a determination as to which code or standard applies. All determinations shall be in writing and shall be attached to the Specific Plan as noted under *Administrative Changes*, earlier in this section.

5.5 Funding & Financing

The Thermal Ranch Specific Plan is intended to be developed primarily using private funds. Other forms of financing (CFD) may also be considered.

5.6 Maintenance

Development and infrastructure within the Specific Plan may be maintained through the establishment a homeowner's association ("HOA") through Covenants, Conditions, and Restrictions ("CC&Rs"), a Community Facilities District (CFD), a Lighting, Landscape and Maintenance District (LLMD), or any other mechanism (or combination of) as deemed appropriate by relevant County Staff.

5.7 Enforcement

The enforcement of the provisions of this Specific Plan shall be by the following:

- The County of Riverside Planning Department shall enforce the development standards and regulations set forth herein.
- Any administrative decision or interpretation of this Plan may be appealed to the Planning Commission in accordance with the provisions of Ordinance 348. Likewise, any decision by the Planning Commission may be appealed to the County Board of Supervisors.
- The County of Riverside Planning Department shall administer the provisions of this Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, Ordinance 348, and the County of Riverside General Plan.
- The Specific Plan development procedures, regulations, standards, and specifications shall supersede the relevant provisions of Ordinance 348 as they currently exist or may be amended in the future.
- All regulations, conditions, and programs contained herein shall be deemed separate distinct and independent provisions of this Specific Plan. In the event that any such provision is held invalid or unconstitutional, the validity of all the remaining provisions of this Specific Plan shall not be affected.
- Any development regulation and building requirement not addressed in this Specific Plan shall be subject to all relevant County of Riverside ordinances, codes, and regulations.

CHAPTER 6: SPECIFIC PLAN ZONING

See Specific Plan Zoning Ordinance (Riverside County Ordinance No. 348.XXXX) attached to this Specific Plan.

APPENDIX A
ALUC Table 2A. Basic Compatibility Criteria
ALUC Landscape Criteria Table 1 and Table 2

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) [1]	Other Uses (people/ac) [2]			Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
			Average [6]	Single Acre [7]	with Bonus [8]			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [9]	› Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Aboveground bulk storage of hazardous materials [11] › Critical community infrastructure facilities [12] › Hazards to flight [9]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >70 feet tall [15] › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	**(1)** ≤0.2 (average parcel size ≥5.0 ac.) *or* [16] **(2)** ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Airspace review required for objects >70 feet tall [15] › Children's schools, hospitals, nursing homes discouraged [17] › Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	› Hazards to flight [9]	› Airspace review required for objects >100 feet tall [15] › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [18]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall [14] › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Table 2A

Basic Compatibility Criteria




Acceptable.
The trees above have a vertical branching structure that minimizes perching and nesting opportunities.




Not acceptable.
Examples of trees that are attractive to birds because of horizontal branching structure.




Not acceptable.
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided.

Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

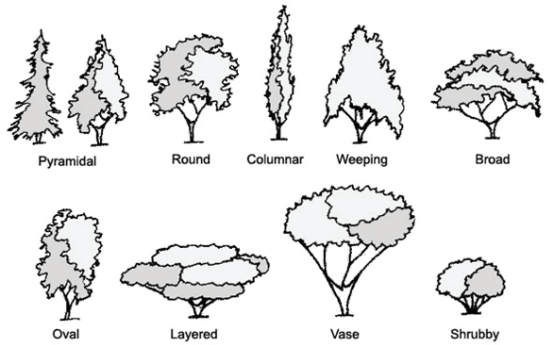
TABLE 2. Acceptable Plants from Riverside County Landscaping Guide

	Scientific Name	Common Name	WOCOLS Region 1, 2	Sunset Zone
TREES	*Cercis occidentalis*	Western Redbud	VL: 1, 2, L: 3,4	2-24
	Olea europaea 'Swan Hill'	Fruitless Olive	GL: 1,2; L: 3, 4, M: 5,6	8,9; 11-24
	Pinus spp.	Pine, various species	Varies by species	Varies by species
	Rhus lancea	African Sumac	L: 1-4; M: 5-6	8-9; 12-24
	*Robinia neomexicana**	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
	Robinia x ambgua	Locust	L: 1-4; M: 5-6	2-24
	Ulmus parvifolia	Chinese Elm	M: 1-6	3-24
SHRUBS	*Aloysia triphylla*	Lemon Verbena	L: 1-6	9-10;12-21
	Cistus spp.	Rockrose	L: 1-6	6-9, 14-24
	Dalea pulchra	Bush Dalea	L:6	12,13
	Encelia farinosa	Brittlebush	VL:3; L:3-6	
	Gravellia Noelli	Noel's Grevellia	L: 1-4; M: 6	
	Justicia californica	Chuparosa	M: 1,6; VL: 3; L: 4-5	
	Langana camara	Busn lantana	L: 1-4; M: 6	
	Lavendula spp.	Lavender	L: 105; M: 5-6	2-24; varies
	Nandina domestica species	Heavenly Bamboo	L: 1-4; M: 5-6	
	Rosmarinus officinalis 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
	Salvia greggia	Autumn sage	L: 1-4; M: 5-6	
GROUND COVER	*Artemisia pycnocephala*	Sandhill Sage	VL:1	
	Oenothera caespitosa	White Evening Primrose	L: 1-2, 3-5	103,7-14, 18-21
	Oenothera stubbei	Baja Evening Primrose	L:1-6	10-13
	Penstemon baccharifolious	Del Rio	L: 4-6	10-13
	Trachelospermum jasminoides	Star Jasmine	M:1-6	8024
	Zauschneria californica	California Fuchsia	L: 1,2,4; VL: 3; M.5-6	2011, 14-24
GRASSES	*Cortaderia dioica [syn. C. selloana]*	Pampass Grass	N/A	N/A
	Festuca spp.	Fescue	Varies by Species	Varies by Species
	Zoysia 'Victoria'	Zoylsia Grass	60% of ETO	8-9, 12-24
ACCENT GRASSES	*Agave species*	Agave	L: 1-4, 6	10, 12-24 (Varies)
	Aloe species	Aloe	L: 1-4, 6	8-9, 12-24
	Chondropetalum Itectorum	Cape Rush	H:1; M:3	8-9, 12-24
	Dasylirion species	Desert Spoon	VL: 1, 4-6	10-24
	Deschampsia caespitosa	Tufted Hair Grass	L: 1-4	2-24
	Festuca (ovina) glauca	Blue Fescue	L: 1-2; M:3-6	1-24
	Dietes bicolor	Fortnight Lily		VL:1, L:3-6
	Echinocactus grusonii	Golden Barrel Cactus	VL:1-2, L: 3-4, 6	12-24
	Fouquieria splendens	Octillio	L: 1, 4-6; VL: 3	10-13, 18-20
	Hesperaloe parviflora	Red / Yellow Yucca	VL:3, L: 4-6	2b, 3, 7-16, 18-24
	Muhlenbergia rigens	Deer Grass	L: 1,3; M: 2, 4-6	4-24
	Opuntia species	Prickly Pear, Cholla	VL: 1-3; L: 4-6	Varies by Species
	Penstemon parryi	Parry's Beardtongue	L:1-6	10-13
	Penstemon superbus	Superb Beardtongue	L: 1-6	10-13
	Tulbaghia violacea	Society garlic	M:1-4, 6	13-24
	Yucca species	Yucca	L:1-6	Varies by Species



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.

Tree species should be selected and planted so that, at maturity, overlapping crown structures will be minimized.



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.

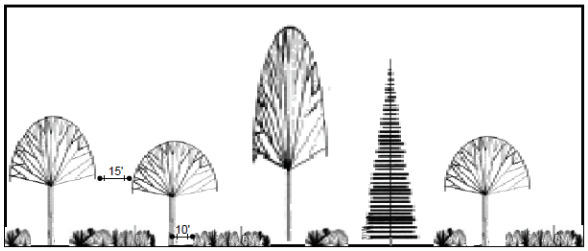


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select pant materials that will reduce water use in accordance with local and state goals: (http://rctlma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Mead & Hunt

Table 1. Design Guidance for Plant Materials

TREES	**Avoid/Prevent Contiguous Canopy** 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other.
SHRUBS/ACCENTS/GRASSES	**Limit Coverage** Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals. ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height.
GROUNDCOVER/TURF	**Prevent the natural succession of landscape!** Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2). 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C).
VINES	**Limit Coverage** Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals. ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials.

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm | Heavenly Bamboo | California Fuchsia | Deer Grass | Society Garlic

LANDSCAPING NEAR AIRPORTS:

Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.

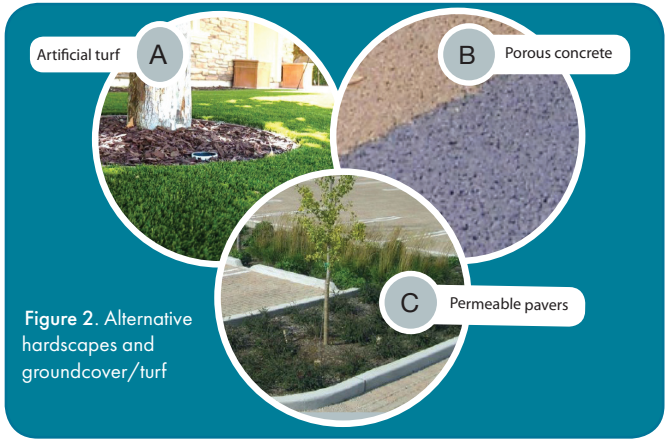
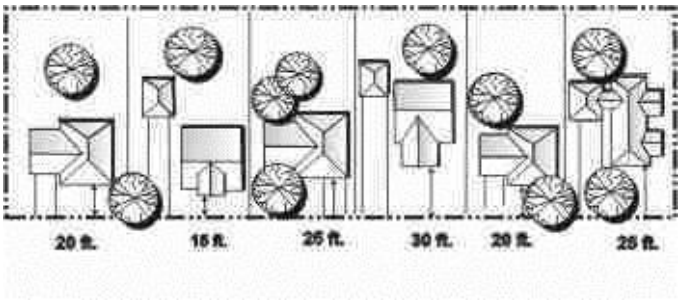


Figure 2. Alternative hardscapes and groundcover/turf

Riverside County Airport Land Use Commission

APPENDIX B
Countywide Design Standards and Guidelines

COUNTYWIDE DESIGN STANDARDS & GUIDELINES









COUNTY OF RIVERSIDE

Adopted: January 13, 2004
Amended: August 20, 2014

COUNTY OF RIVERSIDE

ADOPTED BY
RIVERSIDE COUNTY BOARD OF SUPERVISORS
ON JANUARY 13, 2004

AMENDED BY THE PLANNING COMMISSION
ON AUGUST 20, 2014

These Standards are based upon and include provisions from the following:

Standards for the Third and Fifth Supervisorial District as
ADOPTED BY
RIVERSIDE COUNTY BOARD OF SUPERVISORS
ON JULY 17, 2001
and
Standards for the Second Supervisorial District

ADOPTED BY RIVERSIDE COUNTY BOARD OF
SUPERVISORS ON SEPTEMBER 15, 1998
REVISED OCTOBER 23, 1998
REVISED AUGUST 27, 2002
REVISED OCTOBER 8, 2002
and
Draft Design Standards for the Fourth Supervisorial District

Based upon the Board action, these Standards and Guidelines are **not** applicable to those residential subdivisions described within, that as of January 13, 2004, had completed the environmental process, with the related environmental document done and the subdivision set for public hearing. The Standards and Guidelines are applicable to all other residential subdivisions described within.

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APPENDIX B

Additional Photographic Examples

Building Articulation
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Landscape Buffers, Mini-Parks, and Paseos
Walls and Fences
Garage Door Treatments

Riverside County Design Standards & Guidelines

I. INTRODUCTION

> *The physical character of our communities cannot be divorced from the values they respect. Sooner or later, these values manifest themselves in how our development decisions are made and how those decisions shape our communities. Where our values and actions are synchronized, our communities prosper; where they are in conflict, so are the communities. (Riverside County Integrated Plan (RCIP), 2002)*

Riverside County, like a quilt, is a composite of differing lifestyles connected together through common strands. The RCIP and subsequent General Plan are designed to ensure that the quilt retains its core identity by guiding future growth that respects the diversity of the region, shapes and configures development in relation to the land it occupies and ensures that its various parts relate to its whole. This unity of form also promotes innovative development that actively accommodates a balance of housing, employment, and service opportunities for the citizenry.

The Countywide Design Standards and Guidelines for the County of Riverside (hereinafter "Guidelines") are for the use of those property owners and design professionals submitting development applications to the County of Riverside Planning Department. The following design guidelines and standards have been developed by the County of Riverside with assistance of representatives from several of the municipalities in the County. In addition, it is intended that this document will provide the baseline criteria, in which to measure and to evaluate justifications for potential density bonuses under the RCIP Incentives Program. Where certain standards apply specifically to one Supervisorial District, that notation appears in the document.

This document includes both design "standards" and design "guidelines. "Design standards are considered mandatory requirements and usually include the term "shall." Standards are often quantitative or have performance criteria that can be measured. Design guidelines are more generalized statements, alternatives, or illustrations of what is expected and encouraged. In this sense, the "guidelines" may offer ways to meet a certain "standard." The degree to which the design guidelines are met is subject to a finding or determination made by the County. Variations to either the design standards or guidelines may be considered by the Planning Commission or Board of Supervisors in the review of any project.

A. Design Strategies

To successfully shape the County's future, piecemeal regulations must be replaced by overall strategies, guidelines, and standards that maintain base values and promote connectivity. Design strategies have been developed to provide for the continuous evolution of urban and rural form consistent with the sense of knowing where one is, the enjoyment in moving through urban/rural environments and providing the opportunity to experience physical and visual variety and diversity throughout the County. Enhancing community edges, landmarks, districts, nodes, and paths can strengthen the physical and visual experiences creating this composite image of Riverside County. Design strategies include:

- Recognizing each community in the County as an identifiable and unique place.
- Defining corridors that, on the one hand link communities, but on the other create distinctive edges that separate and protect each community's qualities and character.
- Promoting interesting juxtapositions that contrast boundaries between distinctly different characteristics of existing neighborhoods.
- Identifying and protecting commonly used view points, view paths, natural panoramas and views of major community landmarks.
- Protecting, repairing, restoring and interconnecting natural watercourses and associated riparian habitat which serve as a unifying element.
- Planning and designing streets and thoroughfares which are visually integrated into the landscape by promoting a distinct sense of district, neighborhood and place.
- Preserving natural and built landmarks which create a special or unique community flavor.
- Protecting and preserving buildings, structures and established public places which are historically and culturally significant to local communities and County institutions.
- Planning and designing new neighborhoods in ways that make them visually distinctive / identifiable and please the senses.

In an attempt to advance quality and visually distinctive development responsive to the natural and built environment of Riverside County, the Board of Supervisors has adopted these Residential Design Standards & Guidelines. These standards and guidelines have been crafted to assist those individuals submitting development applications to better understand the design context from which the County will evaluate project submittals.

The Planning Commission or the Board of Supervisors may consider variations to the design standards as part of their hearing process. Staff may modify design guidelines during the project review process if alternatives meet the intent or context of the adopted guidelines. However, changes to the guidelines will be noted as part of staff reports to the Hearing Officer, Planning Commission, or Board of Supervisors.

B. Planning Objectives

Based on the Design Strategies outlined in the RCIP and Riverside County General Plan, it is the County's desire to advance several specific development goals including:

- Ensure that new homes are constructed in neighborhoods that are interesting and varied in appearance.
- Utilizing building materials and enhanced landscaping to promote a look of quality, both at the time of initial occupancy, as well as in future years.
- Encouraging efficient use of land while creating high quality communities that will maintain their economic values and long-term desirability as places to live and work.

- Incorporating conveniently located and accessible neighborhood parks, trails, and open space.
- Providing functional public access to recreational opportunities in relation to the overall open space system.

C. Applicability

Provisions of the Riverside County Residential Design Standards & Guidelines supplement the minimum specifications for land development in Riverside County Ordinance No. 348, and will be incorporated by reference in all applicable development Conditions of Approval. The Standards & Guidelines pertain to the following types of projects located within the County:

- The "Residential Standards" in this document are required for any residential subdivision with a minimum lot size of one- half acre or less, and is located in the following residential zoning categories: R-1, R-1A, R-2, R-2A, R-3, R-3A, R-4 and R-6 and the following General Plan Land Use Designations: Low Density Residential (0.5 acre minimum), Medium Density Residential (2-5 dwelling units per acre), Medium High Density Residential (5-8 dwelling units per acre), High Density Residential (8-14 dwelling units per acre), Very High Density Residential (14-20 dwelling units per acre), Highest Density Residential (20+ dwelling units per acre).
- Where a residential lot is smaller than 7,200 square feet, the Standards & Guidelines related to unit location, setbacks, % of lot coverage and street frontage may be waived if the project applicants demonstrate that they have addressed the Planning Objectives in Paragraph B as well as providing a sense of privacy and personal space for each residential unit.
- The Residential Design Standards & Guidelines will be evaluated for effectiveness and revised as appropriate in conjunction with the pending update of the Riverside County Ordinance 348.

D. Exceptions

The County Design Standards & Guidelines shall apply to all applicable development projects unless:

- Other standards have been imposed upon an individual development project by the Planning Commission and/or the Board of Supervisors.
- Other standards have been adopted by the Board of Supervisors relative to a particular designated area of a District (e.g., Community Plans / Specific Plans).
- Physical constraints of an individual site make the application of a particular standard or guideline impractical.

Commercial / Industrial Design Standards & Guidelines

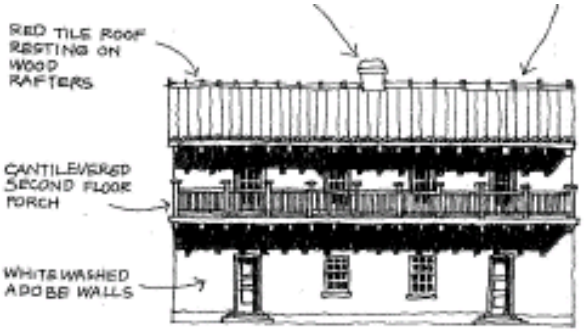
Design Standards & Guidelines for Commercial/Industrial development and Multiple-Family Residential are currently being drafted and will be published in separate documents.

II. RESIDENTIAL
A. Design Style

A design style or a common palette of architectural features is encouraged for each neighborhood or community usually through a planned development, Specific Plan or the Incentive Program. A design style is not required; however, consistency in the design features and use of materials is encouraged.



Craftsman Style



Monterrey Style



Queen Anne Style

B. Articulation of Building Facades

Long unarticulated building facades shall be avoided by incorporating varying setbacks of the building footprint in a varied fashion along the residential street. Projecting architectural features such as bowed or bay windows, columns, offset roof planes, and similar features should be used to create both vertical and horizontal articulation on the building elevations. These design elements shall also be included on the rear facades and sides of homes that are adjacent to or visible from streets or open spaces. Houses shall be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

Special design features, such as covered front porches, garage placement to rear of a lot, use of multiple floor plans, window and door articulation, extended overhangs and building edge treatments (such as arbors, awnings or trellises) are encouraged. Windows should be framed with compatible materials to create well-defined "edge" treatments and be designed to provide distinctive shadows on the building facades. These design features may be accomplished in a manner similar to the following photographic examples.



Recessed windows



Entry Features, porch and setback garage



Front Porch with Offsetting Planes



Bow or Bay Windows

C. Varied Roof Planes

Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers. A-frame type roofs and mansard roofs are discouraged unless part of a coordinated design theme style.



Flat Roof/Contemporary Style



Multiple Gables

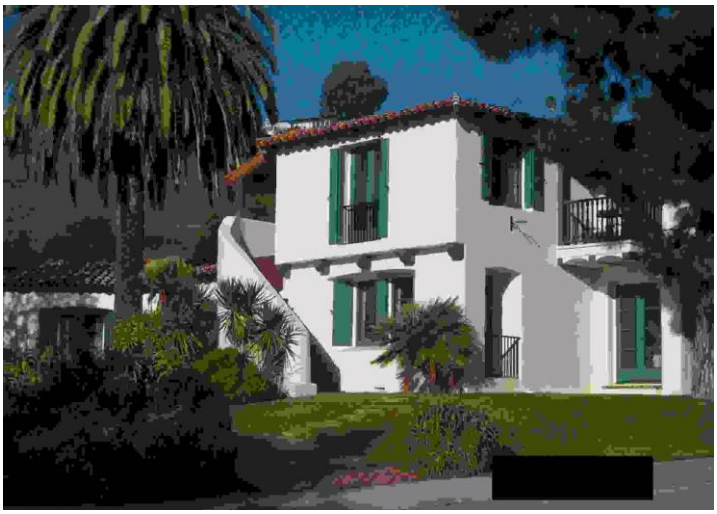


Varied Roof Forms



D. 360 Degree Architecture

Architectural design treatments such as building offsets, recessed windows, trellises, overhangs, or other features shall occur on those facades of the residence that are visible from streets or open spaces.







E. Streetscape Design

1. Varied Building Heights/Rooflines - Minimum Number of Single Story Units

Houses and garages shall be arranged in a manner that creates a harmonious, varied appearance of building heights. All projects of ten or more residential lots should include at least one single-story floor plan. In the Fourth District, single-story homes should be located on the perimeter of the development area.





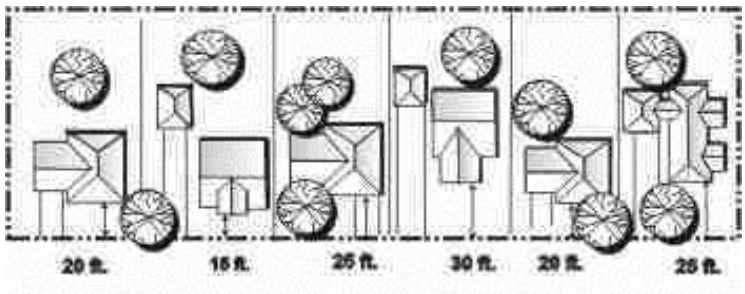
2. Multiple Floor Plans and Elevations

Floor Plans. At a minimum, there should be three different floor plans for tract maps with 50 or less units. Reverse floor plans are not included as different floor plan. For tract maps with from 51 to 99 units, there shall be at least four different floor plans. Tract maps with 100 units or more shall provide five different floor plans and an additional floor plan for every 100 dwelling units above 100 units. For development projects that are to be constructed in phases, a phasing plan shall be submitted to assure that the requirements for the number of floor plans is being met.

Elevations. Each floor plan shall have at least three distinct elevations. One elevation shall not be repeated more than each fourth house**.** Please note that adding or deleting false shutters, or similar types of minimal elevation changes will not suffice as one of the required distinct elevations.

3. Variable Front Yard Setbacks

Homes and garages shall be placed at varying distances from the street and have varying entry locations. Front yard setbacks shall average 20 feet, and may be varied by up to 25%, in increments of any size. The minimum front yard setback shall not be less than 15 feet.



4. Colors and Materials

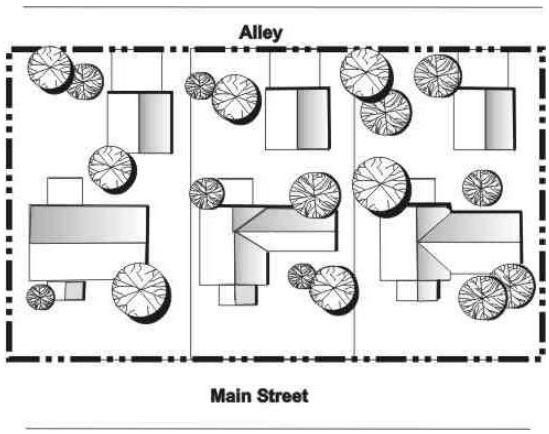
The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards shall be submitted as a part of the application and review process.





F. Garage Location and Design

The visual impact of garages should be reduced by the use of additional setback from the curb face where garage doors must face the street or by the use of side-facing or rear garages (including detached garages) where possible. Residential plans that feature attached garage designs whose entries are from the side ("side-loaded garages") are also encouraged. Where more than two garage doors face the street, the third garage door should have an increased setback or offset. Setbacks for the side-loaded garages shall be consistent with those specified in Ordinance 348. Garage access from an alley is also encouraged. All new residences with garages shall be provided with roll-up (i.e. on tracks) garage doors (either sectional wood or steel). At least 25% of the garage doors in any project should have windows. Building and lot layouts shall conform to Riverside County standards regarding minimum garage setbacks from access streets, minimum yard requirements, and maximum height. Detached garages located at the rear of the property, and "drive through" or "tandem" garages are also encouraged.



Garages with Alley Access



Side-Facing Garage Door



Offset Garage Doors



Decorated Garage Doors with Windows

G. Walls and Fencing

Walls and Fencing shall be designed in accordance with the following standards:

- Front yard return walls shall be constructed of masonry (slump stone or material of similar appearance, maintenance, and structural durability) and shall be a minimum of five feet in height.

- Side yard gates are required on one side of front yard, and shall be constructed of wrought iron, wood, vinyl, or tubular steel. Side and rear yard fencing shall be masonry, slump stone or other material of similar appearance, maintenance, and structural durability. Chain link fencing is not permitted. All construction must be of good quality and sufficient durability with an approved stain and/or sealant to minimize water staining. (Applicants shall provide specifications that shall be approved by the Planning Department).









- All new residences constructed on lots of less than 18,000 square feet shall include rear and side yard fencing constructed of masonry block that is a minimum of five (5) feet in height. The maximum height of walls or fencing shall be six (6) feet in height. In the desert areas, block walls are discouraged on the perimeter in favor of increased setbacks with extensive drought tolerant landscaping, berms and fencing such as split rails.

- If vinyl fencing is allowed, at minimum it shall: be of commercial grade, have aluminum posts, have an aluminum rail on the bottom of the panel to prevent sagging, and shall meet at least 101 mph wind speed requirement(101mph is the standard at the time of this writing, contact Building and Safety for the most recent standard). See exhibit N for more details.

- Vinyl fencing may be used instead of block wall for interior side or interior rear property lines of residential lots as long as they cannot be seen from public or street view. (See exhibit O)

- In the event of an elevation change between two lots that would causes the side yard fencing to be elevated two or more feet above the lower lot return wall, the first 5 feet of the interior side yard fencing shall be of the same type of wall as the return wall, after which vinyl fencing may be used.

- Except for the desert areas, all lots having rear and/or side yards facing local streets or otherwise open to public view shall have fences or walls constructed of decorative block, stucco, or other attractive and durable material.

- Corner lots shall be constructed with wrap-around decorative block wall returns. (Note: exceptions for the desert area discussed above.)

- Wrought iron or tubular steel fence sections may be included within tracts where view opportunities and/or terrain warrant its use. Where privacy of views is not an issue, tubular steel or wrought iron sections should be constructed in perimeter walls in order to take advantage of casual view opportunities.

- Wrought iron, tubular steel, wood, vinyl, or chain link fences, or gates are allowed where a residence is being constructed on a lot of at least 18,000 square feet.

- Wood fencing, where permitted, shall be constructed with galvanized steel posts set in concrete to a minimum depth of 24 inches with domed caps. Wood fencing or other like-material walls are not permitted along reverse frontage areas.

- Community perimeter or theme walls shall be solid walls located where view opportunities are not available. Plain concrete block walls are not permitted along reverse frontage areas. Brick, slump stone, tile, textured concrete, stucco on masonry or steel framing or other material walls which require little or no maintenance are required. Use of ivy or other vegetative material to soften and punctuate the appearance of walls and reduce the likelihood of graffiti is strongly encouraged. The use of capping in conjunction with other vertical design elements to temper the top line of the wall is also encouraged. In the event that circumstances occur that a community perimeter or theme wall becomes effectively an interior side or interior rear wall to residential lots, at the discretion of the Planning Department, vinyl fencing may be substituted for the wall as long as no portion of the vinyl fencing is visible to the public.

- Swimming pool fencing shall meet all County safety provisions of the Building Code. Fences around swimming pools shall have an outside surface free of provisions, cavities, or other physical characteristics that would serve as handholds or footholds that could enable a child below the age of five to climb.

H. Lighting

Outdoor lighting, other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets. Street lighting standards are addressed by other County Regulations. Ordinance No. 655 (45 miles from Mt. Palomar) lighting requirements shall be observed were applicable. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations. "Night skies" provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods shall be required in the desert areas and Mt. Palomar District.

I. General Site Plan Requirements

Building and lot layouts shall conform to Riverside County standards regarding minimum garage setbacks from access streets, minimum yard requirements, maximum height requirements, and other county standards, unless specific variances are granted.

The following information shall be submitted with the building permits application and as a part of the Final Site Plan of Development.

- Building footprints for each lot which identify the model number of the home shall be included on the tract map.
- Front, rear, and side elevations of all facades of all models to be constructed within the tract shall be included on separate sheets.
- Front, rear, and side yard setbacks of all homes shall be shown on the tract map.
- Typical landscape plans for each model (including all plant names/varieties and container sizes)
- Landscape plans for reverse frontages and neighborhood entry statements and medians (including all plant names/varieties and container sizes).
- Material and color sample boards shall be provided.

J. Mailbox Design

Installation of cast iron, cast aluminum, brick, or slump stone-encased curbside mailboxes are encouraged. Each mailbox installation shall conform to current United States Postal Service standards.









K. Residential Design Features

1. All new residences should have at least one clean-burning fireplace. Fireplaces in the living room or family room areas are required in the Second Supervisorial District.

2. Provision for solar heating/cooling equipment or other energy conservation or saving equipment is encouraged. As required in Ordinance No. 460, subdivision layout and design shall address future passive or natural heating and cooling opportunities. Attention to the extreme heat conditions in the summer shall be viewed as a significant element in project review. Homes and buildings should be oriented to receive the greatest amount of afternoon shade or other protection from the sun. Lot size and configuration should consider future orientation of a structure to take advantage of shade and prevailing winds.

3. In the desert regions, evaporative ("swamp") coolers are required as well as refrigerated air conditioners. Solar heating and saline swimming pools are encouraged in the desert areas.

L. Residential Lot Design

All "Schedule A" residential tracts within the Districts shall be designed consistent with the following design standards.

1. Schedule of Design Standards

Description	For lots 7200 square feet or greater	For lots less than 7200 square feet
Minimum net usable area (See section L (5) below)	6500 sq. ft.	Not less than 85% of total area
Minimum lot widths (frontage) Variation of lot width is encouraged	65 ft. An average of seventy (70 feet) or wider of road frontage, as measured at the property line. (The average excludes lots fronting on cul-de-sacs or street knuckles)	50 ft. A minimum of fifty (50) percent of the lots within each tract should have fifty-five (55) feet or wider of road frontage, as measured at the property line.
Lot width at frontage on cul-de-sac lots or street knuckle [1]	The minimum lot frontage on a knuckle or a cul-de-sac shall be 40 feet measured along the property line unless otherwise specified in the development standards of the zoning classification.	The minimum lot frontage on a knuckle or a cul-de-sac shall be 40 feet measured along the property line unless otherwise specified in the development standards of the zoning classification.
Minimum front yard setback for side-loaded garages	15 ft.	10 ft.
Recommended minimum depth of rear yards	20 ft.	15 ft.
Spacing between Structures [3]	10 ft.	10 ft.

Notes to Schedule of Design Standards

(1) The For purposes of satisfying the minimum frontage requirement, corner lots with angle cuts shall be measured at their rear property line.

(2) Planned Residential Development or Specific Plan or the Incentives Program provisions allow for smaller setbacks on a case by case basis, with minimum spacing determined by UBC requirements.

(3) Yard encroachments permitted under Ordinance No. 348 may interrupt this spacing. However, on lots less than 7,200 square feet, such encroachment into the side yard may occur in only one side yard, and the side yard into which the gate opens must remain a minimum of five feet in width.

(4) A patio and patio cover may extend into a rear yard by right up to 10 feet (no Planning permit required, only Building and Safety Department permit.) For all lots, swimming pools and swimming pool equipment may extend into the backyard, with a setback adjustment, to within five feet of the property line.

2. Minimum Lot size

The minimum residential lot size within a Schedule "A" housing tract should be no smaller than 7,200 square feet. Reductions in the lot size may be permitted only through a discretionary review process. Projects located within a Specific Plan or Planned Residential Development or participating in the Incentives Program may have reduced lot areas based upon the quality of the

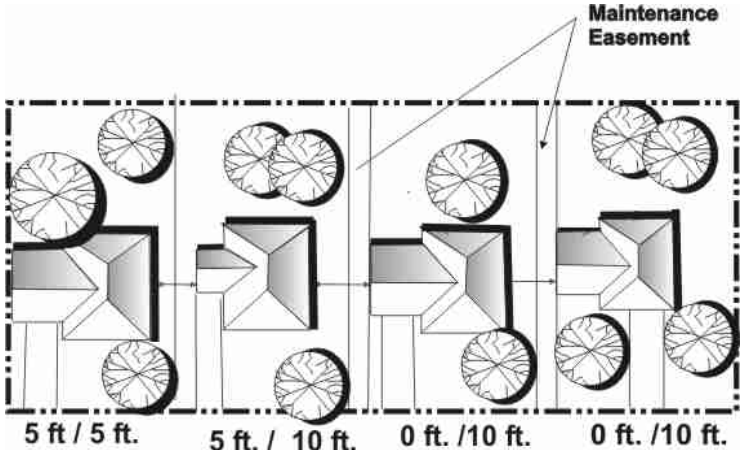
design and the provision of additional open space areas, parks or other exceptional public improvements or amenities**.** The lot area should not be less than 5,000 square feet for a detached single-family residential unit in the (2-5 D.U./acre) Medium Density Residential designation. For developments in the Medium High Density designation (5-8 D.U./acre) and the High Density designation (8-14 D.U./acre), the minimum lot size will be determined through the discretionary review process and will be based upon the types of housing products proposed, and the specific amenities to be provided.

3. Maximum Lot Coverage

No residential lot within a "Schedule A" housing tract should have a lot coverage of greater than 50% (including the garage).

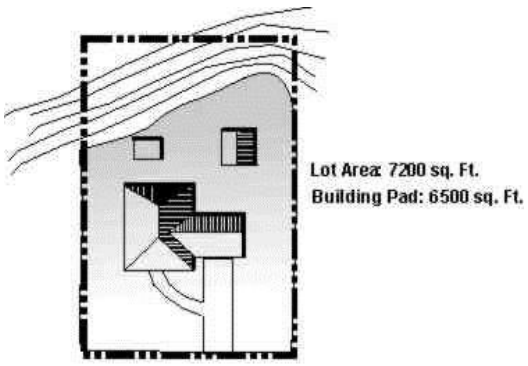
4. Minimum Spacing Between Structures

Side yards should be varied to add interest and usable space, however, the minimum spacing between two structures shall be ten feet. In the case of zero lot line developments, a three (3) foot maintenance easement shall be provided.



5. Minimum Net Usable Area

For projects with lots of 7,200 square feet or greater, the minimum net usable area for development should be 6,500 square foot pads or twenty foot level rear yards. Side yards shall be a minimum of five feet level on one side with no encroachments and the opposite side yard shall be a minimum of five feet with limited encroachments (three feet clear). Usable areas of less than 6500 square feet may be permitted through a specific plan, planned development application or through the Incentives Program. For lots with steep topography, the minimum net usable area shall be determined by the Planning Director based upon the site constraints analysis in order to minimize disturbance to the sloped areas. The site design should minimize cut and fill as much as possible.



Minimum Level Building Area

M. Watercourses and Drainage

The planning and design of residential communities should protect the natural land forms watercourses and drainage patterns of the site. Consideration should be given to linear parks and enhancement of the edges along watercourses and drainage ways. Efforts should be made to protect and preserve the natural vegetation along watercourses and to re-vegetate degraded areas.

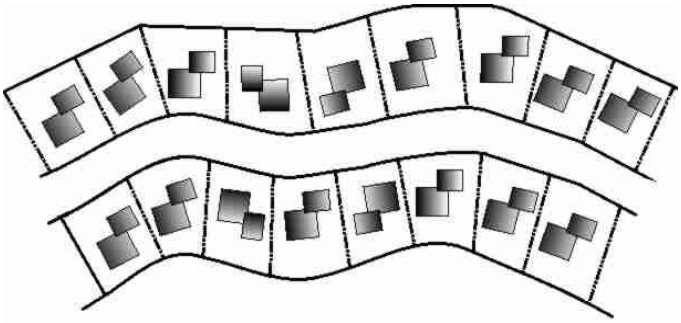
N. Recreational Vehicle Parking

1. No recreational vehicle shall be stored in the front yard, or on the driveway in the front of any residential structure.

2. The storage of boats, camper trailers, or other watercraft or non-commercial vehicle may be permitted in the side yard so long as it is located behind an opaque wall, fence, or gate. A paved parking surface is required.

III. RESIDENTIAL STREET DESIGN

Residential streets shall be designed with the goal of facilitating the desired general residential design concepts. The following elements shall be used to accomplish this goal:



Curvilinear Streets add interest to the Streetscape

A. Street Pattern: Curvilinear and Grid Street Design

The design of the overall street pattern should present a variety of streetscapes, offer various driving and pedestrian experiences, clearly distinguish between streets of varying purposes and carrying capacities and ensure safe, walkable local neighborhoods. Curvilinear streets offer an ever-changing scene while straight streets offer concentrated focus and landmark/vista opportunities. Either may be permissible. Grids, particularly with short, walkable blocks are encouraged as are traffic calming features associated with neighborhood streets such as chicanes, chokers or bulbs, T-intersections, diverters and round-a-bouts. To the extent possible, direct connections with adjoining properties and projects are encouraged to alleviate congestion on arterials and secondary highways. All applicants are requested to consult with Transportation and Planning Staff concerning an acceptable street design concept. Examples of acceptable designs are available upon request. Projects are encouraged to be designed with efficient street circulation patterns that provide visual interest and creativity to the subdivision design.

B. Street Width Reductions

The County General Plan and ordinances provide for local roads (36-foot wide within a 56-foot right- of- way) that may serve to reduce speeds in residential areas and encourage pedestrian use, while providing for emergency vehicular access.

Within planned private communities, a further reduction in local street width may be appropriate, subject to the review and approval of the Transportation Department. In these instances, the private streets should have parking restrictions in place and enforced by a Home Owner's Association to assure that proper access for emergency vehicles is maintained at all times.

C. Minimum Street, Median, Reverse Frontage, and Parkway Widths

The following table shows the minimum street, median, and parkway widths (refer to the Exhibit indicated in the Exhibit column for illustrated sections of these requirements). These standards are adopted as a part of the General Plan and are duplicated here as a convenient reference. Separate standards may be adopted for rural and mountainous areas.

Street Type	Total Width:		Median Width	Total Minimum Parkway Width per Side	Landscaping	Side walk	Exhibit
	ROW	Curb to Curb					
Local	56'	36'	Not required	10'	5'	5'	F
Collector	74'	44'	Not required	15'	10'	5'	G
Secondary	100'	64'	Not required	18'	13'	5' [1]	**H**
Major	**118'**	**76'**	**12'** Painted	**21'**	**16'**	**5' [2]**	**I**
Arterial (Commercial)	**128'**	**86'**	**18'**	**21'**	**15"**	**6'**	**J**
Arterial (Residential)	**128'**	**86'**	**18' [3]**	**21'**	**16'**	**5' [2]**	**K**
Urban Arterial (Commercial)	**152'**	**110'**	**14'**	**21'**	**15'**	**6'**	**L**
Urban Arterial (Residential)	**152'**	**110'**	**14' [3]**	**21'**	**16'**	**5' [2]**	**M**

(1) 5' Sidewalk in middle of 18' parkway
(2) 5' Meandering sidewalk for 21' parkways
(3) Curbed and landscaped medians

D. Bus and Transit - Related Facilities

Bus stops, turnouts, bus shelters, and other transit facilities shall be provided in accordance with the standards established by the Riverside Transit Agency and other applicable agencies. Residential areas planned adjacent to commercial centers shall consider convenient vehicular and pedestrian access to the centers and transit access areas.

IV. LANDSCAPE DESIGN STANDARDS

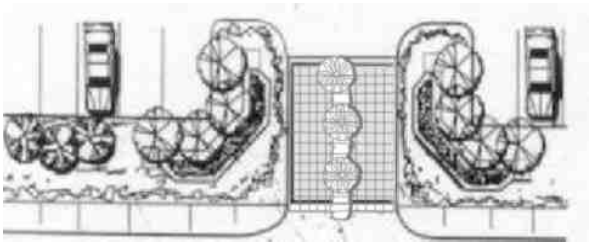
A. Neighborhood Entry Statements

Any Schedule A Subdivision with 50 lots or greater shall have entry statements that create a distinctive image of a particular residential development. This entry feature should be designed to assist passing motorists to easily identify the development, and should complement the overall appearance of the greater community of which it is a part. Exhibit “C” provides an illustrative example of an entry monument and landscaping. All intersections of General Plan roads classified as Secondary Highway or higher shall have tract entrance designations. A tract entrance designation shall consist of a neighborhood identification sign on a decorative wall or monument, with at least a twelve-foot depth of landscaping (measured from the right-of-way line) surrounding the wall or monument (Exhibit “B”). No element of the tract entrance designation shall be placed within the public right-of-way. The developer shall create private party maintenance arrangements for these elements at the time the project is built.











B. Corner Cutbacks or Cutoffs

Corner cutbacks or cutoffs shall be included at all intersections of General Plan roads classified as Secondary Highway or higher with all designated tract entrances. A minimum curb radius of 35 feet shall be provided at these intersections (Exhibit C).

C. Landscaped Medians

Where required, landscaped street medians shall be constructed for the following road classifications within the Districts, consistent with the following Exhibits:

Exhibit "J" Commercial Arterial Highway
Exhibit "K" Residential Arterial Highway
Exhibit "L" Commercial Urban Arterial Highway
Exhibit "M" Residential Urban Arterial Highway

Similarly, at all designated residential tract entrances from roadways classified as Secondary Highways or higher, a landscaped entry median shall be installed. Decorative trees, shrubs, and drought tolerant landscaping planted in medians should be clustered in random patterns rather than planted in evenly-spaced locations. Other acceptable median treatments include stamped concrete or river rock between landscaped areas.

D. Reverse Frontage Treatments

Where reverse frontage occurs on Schedule "A" residential streets, the following guidelines shall apply:

- The reverse frontage is defined as the parkway and sidewalk widths combined. Wider reverse frontage treatments should be employed on General Plan roadways with eighty-eight feet of right-of-way or more or where design considerations would make them appropriate (e.g., where project amenities like bike or jogging paths are included).

- Meandering walks should be constructed to provide a random influence to the rigid geometry of the adjoining street scene. Adequate parkway widths are required to assure that the sidewalks create unique landscaping opportunities and do not take on a cramped, arbitrary appearance. Meandering walks that are designed to make use of existing mature trees or other natural aspects, e.g., large boulders, are encouraged.

- Meandering sidewalks are encouraged and should be incorporated at the Specific Plan Map/Tentative Tract Map stage of project development. When a meandering sidewalk is appropriate along a particular reverse frontage, it shall be constructed consistent with the standards and examples shown in Exhibit A and Exhibit E.





- Equestrian or hiking trails and bikeways and other recreational facilities shall be integrated into such treatments wherever required by current adopted local and regional trails system plans.

- The location of lakes, parks, and other open space assets adjacent to major roads and other community entry points is encouraged to enhance community appearance and identity.

- Reverse frontage treatments shall be maintained by a property owners' association or other maintenance entity, approved by the County, which insures maintenance in perpetuity.

- Community perimeter (or theme) walls shall be solid walls located where view opportunities are not available. Plain concrete block walls are not permitted along reverse frontage areas. Wood fencing or other like-material walls are not permitted along reverse frontage areas. Brick, slump stone, tile, textured concrete, or other material walls that require little or no maintenance are required. Use of ivy or other vegetative material to soften and punctuate the appearance of walls and reduce the likelihood of graffiti is strongly encouraged. The use of capping in conjunction with other vertical design elements to temper the top line of the wall is also encouraged.

- Where privacy of views is not an issue, powder-coated tubular steel or wrought iron sections may be constructed in perimeter walls in order to take advantage of casual view opportunities. A combination of a two- foot to three-foot high solid wall base with a wrought iron or tubular steel fence section between solid pilasters is a recommended design alternative.

- The typical maximum height of walls or fencing shall be six feet. Note that a greater height for perimeter walls may be required where noise mitigation or other special circumstances would dictate.

- Recreational amenities should be encouraged as a part of reverse frontage treatments.

- For a maximum effect, landscaping within the reverse frontage treatments shall be designed to have a “stepped-up” appearance, with low flowering ground cover nearest the curb, progressing to low and/or medium height plants or shrubs, and on to randomly clustered street trees near the perimeter wall of the tract. Plants shall be selected from the applicable Water District’s approved list.

E. Yard Landscaping Requirements

All new residences shall be provided with front yard landscaping and an automatic irrigation system. Drought tolerant landscape materials should be used as much as possible, especially in the desert areas. Landscaping shall be provided as follows:

- A minimum of six, five-gallon shrubs, one 24" box tree (minimum 2" caliper), and one 15 gallon or larger tree (minimum 1" caliper) shall be planted along the front of all homes (garage and side yard gate areas are excluded).

- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.

- Landscaping should also consider the often high wind conditions of many portions of the county, providing hedges and windbreaks where appropriate, such as in common areas, and the strong securing of recently planted trees.

- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs, and some trees

- Additional street facing common landscape planters should be encouraged in subdivision design for bikeways, recreational trails, neighborhood entry statements and noise buffering.

- An appropriate maintenance entity shall be required for landscaping installed outside of the street right-of-way.

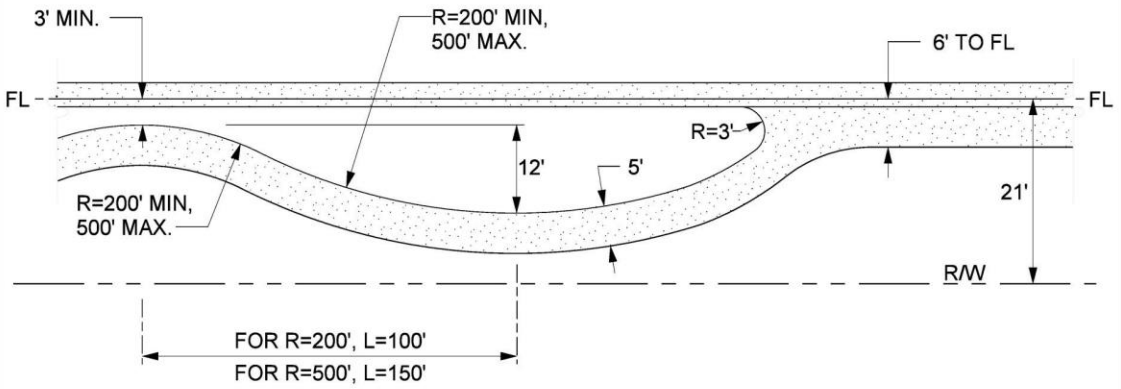
- Location of landscaping shall be in accordance with applicable County Ordinances.

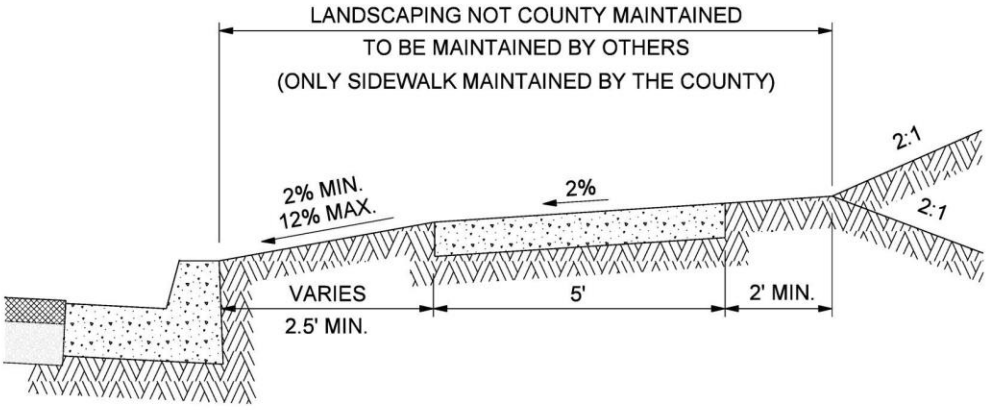
- Drought tolerant landscape materials shall be provided in accordance with Ordinance No. 348.

APPENDIX A

Exhibit A: Meandering Sidewalk
Exhibit B: Entry Monument and Landscaping
Exhibit C: Entry Median Landscaping and Concrete Stamping
Exhibit D: Landscaped Berms
Exhibit E: Reverse Frontage Treatments
Exhibit F: General Local Street
Exhibit G: Collector Streets
Exhibit H: Secondary Highway
Exhibit I: Major Highway
Exhibit J: Commercial Arterial Highway
Exhibit K: Residential Arterial Highway
Exhibit L: Commercial (Urban) Arterial Highway
Exhibit M: Residential (Urban) Arterial Highway

Exhibit A





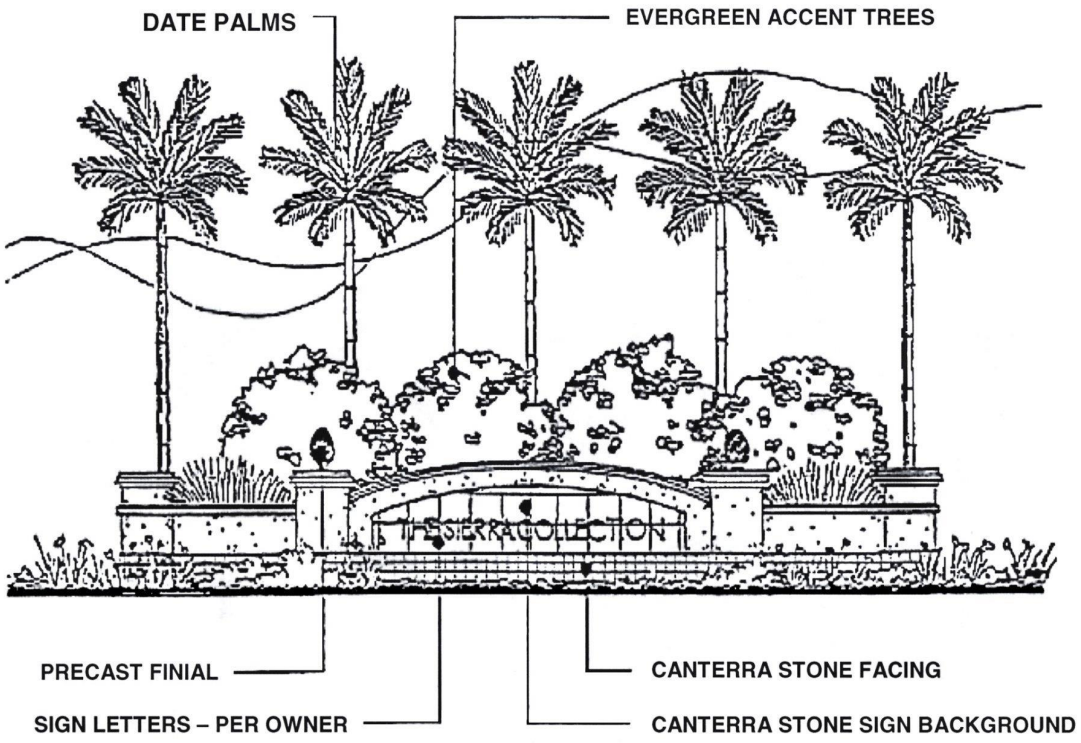
NOTES:

1. RADII FOR CURVED SIDEWALK SHALL VARY BETWEEN 200' AND 500' AT FRONT OF SIDEWALK.
2. SIDEWALK SHALL BE A MINIMUM OF 6' IN WIDTH ADJACENT TO CURB.
3. SIDEWALK SHALL BE 3' AWAY FROM CURB FACE EXCEPT AT CURB RETURNS AND BUS STOPS.
4. SIDEWALK LAYOUT ON PLANS IS CONCEPTUAL ONLY. APPROVAL OF THE FINAL SIDEWALK LAYOUT SHALL BE MADE IN THE FIELD AND ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS AS APPROVED BY THE INSPECTOR PRIOR TO FINAL CONSTRUCTION.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	MEANDERING SIDEWALK
1-29-04	

Exhibit B

ENTRY MONUMENT AND LANDSCAPING

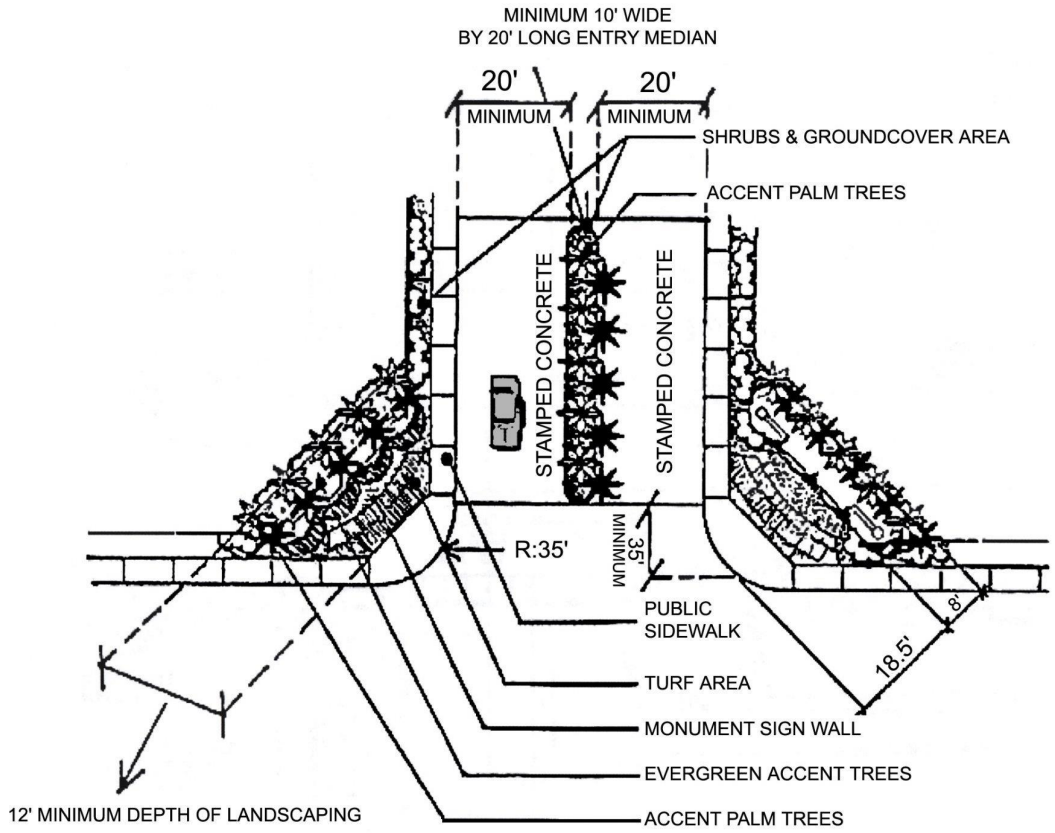


UPLIGHTING OF LANDSCAPING AND SIGN IS REQUIRED

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	ENTRY MONUMENT AND LANDSCAPING

Exhibit C

ENTRY MEDIAN LANDSCAPING & CONCRETE STAMPING



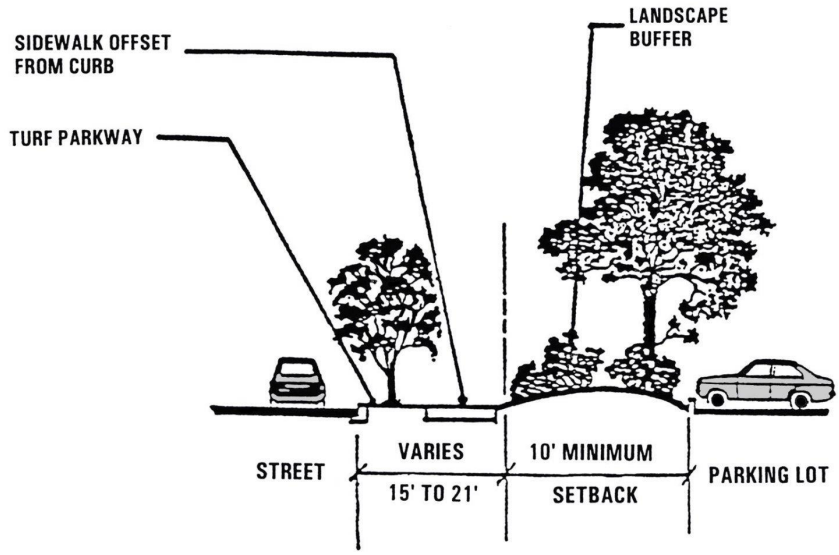
THE CROSS-SECTIONAL R.O.W. AT THE ENTRY TO THE TRACT WILL BE WIDER THAN STANDARD.

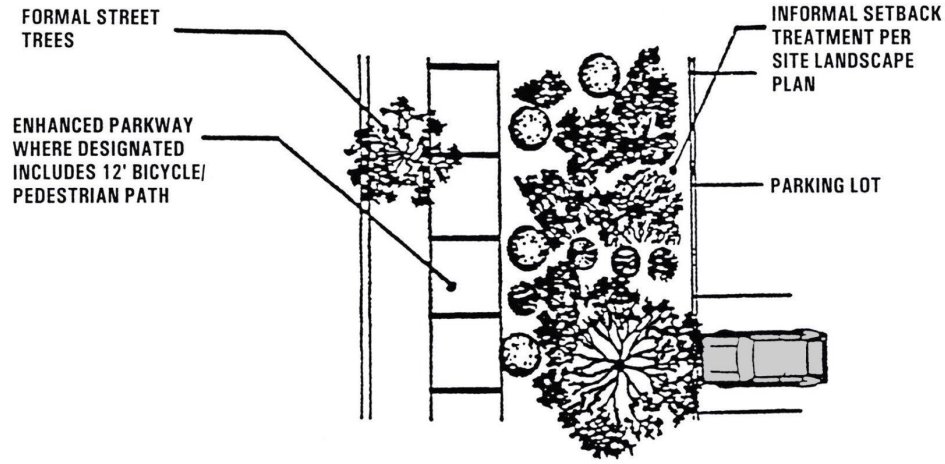
THE ENTRY R.O.W. SHALL TRANSITION TO THE STANDARD R.O.W. PRIOR TO THE FIRST INTERSECTING STREET WITHIN THE TRACT.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	ENTRY MEDIAN LANDSCAPING AND CONCRETE STAMPING

Exhibit D

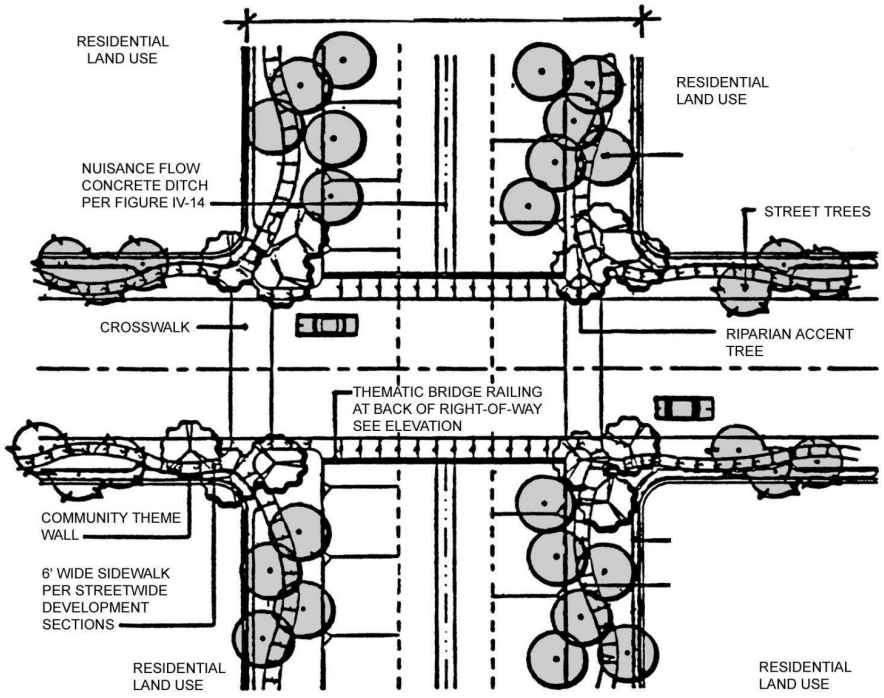
LANDSCAPED BERMS





COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	LANDSCAPED BERMS

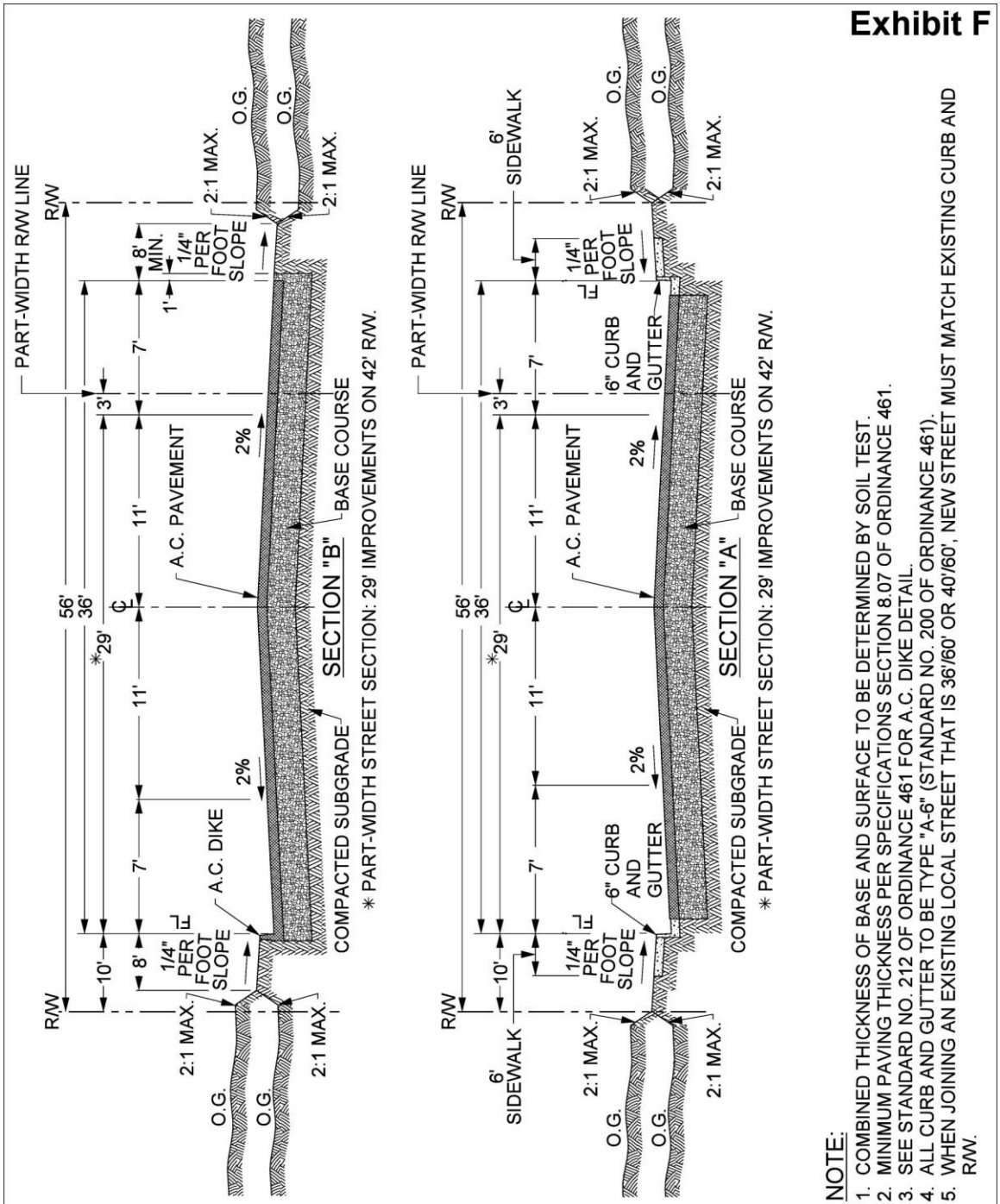
Exhibit E



EXAMPLE OF DESIGN ADJACENT TO EASTVALE DRAINAGE PLAN FLOOD CHANNELS.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	REVERSE FRONTAGE TREATMENTS

Exhibit F



NOTE:

1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 212 OF ORDINANCE 461 FOR A.C. DIKE DETAIL.
4. ALL CURB AND GUTTER TO BE TYPE "A-6" (STANDARD NO. 200 OF ORDINANCE 461).
5. WHEN JOINING AN EXISTING LOCAL STREET THAT IS 36'/60' OR 40'/60', NEW STREET MUST MATCH EXISTING CURB AND R/W.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	LOCAL STREET
1-29-04	

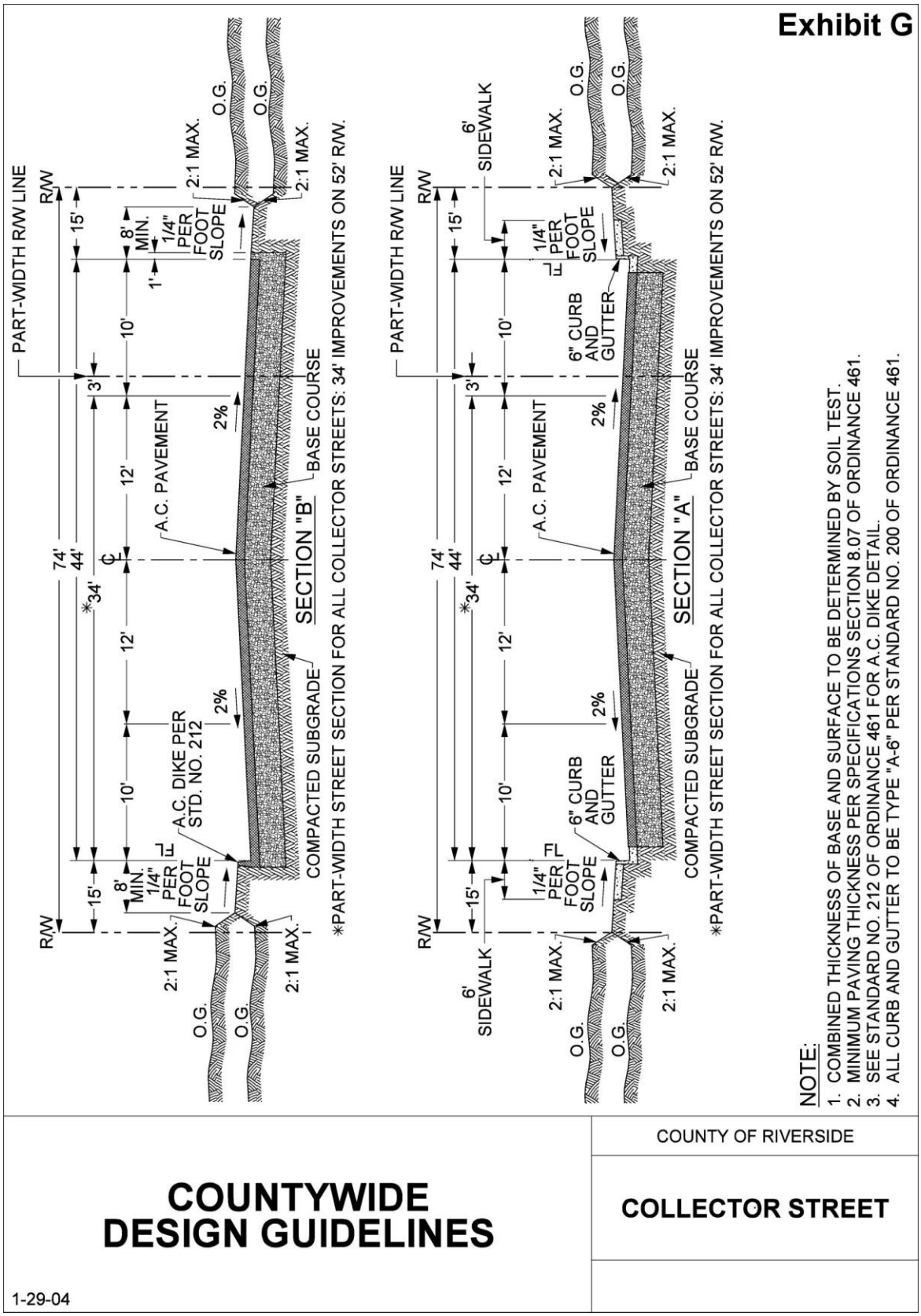
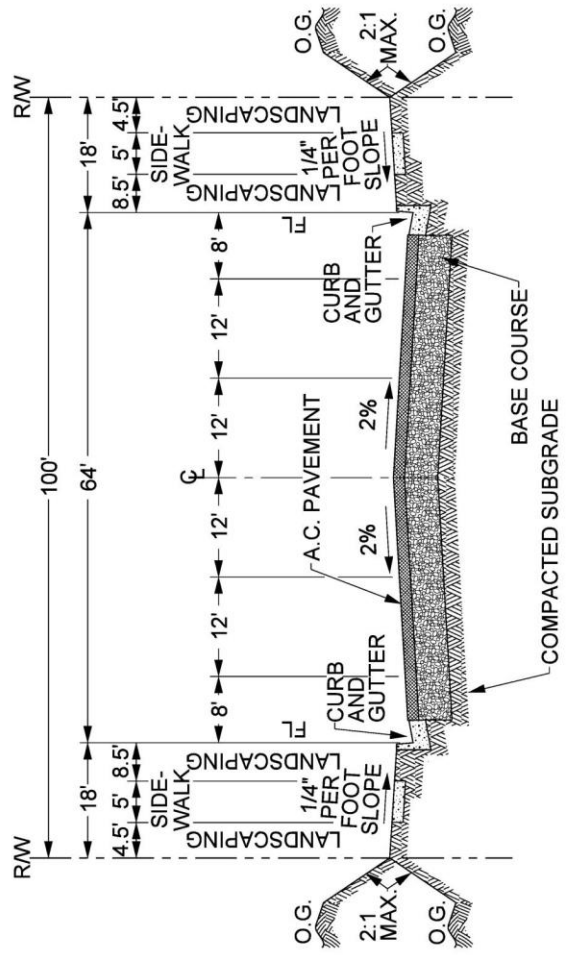


Exhibit G
PART-WIDTH R/W LINE
R/W
15'
8' MIN.
1/4" PER FOOT SLOPE
1'
2:1 MAX.
O.G.
74'
44'
*34'
3'
12'
10'
2%
A.C. PAVEMENT
BASE COURSE
COMPACTED SUBGRADE
SECTION "B"
A.C. DIKE PER STD. NO. 212
*PART-WIDTH STREET SECTION FOR ALL COLLECTOR STREETS: 34' IMPROVEMENTS ON 52' R/W.
6' SIDEWALK
6" CURB AND GUTTER
SECTION "A"
NOTE:
1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 212 OF ORDINANCE 461 FOR A.C. DIKE DETAIL.
4. ALL CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO. 200 OF ORDINANCE 461.
COUNTYWIDE DESIGN GUIDELINES
COUNTY OF RIVERSIDE
COLLECTOR STREET
1-29-04

Exhibit H



NOTE:
1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	SECONDARY HIGHWAY
1-29-04	

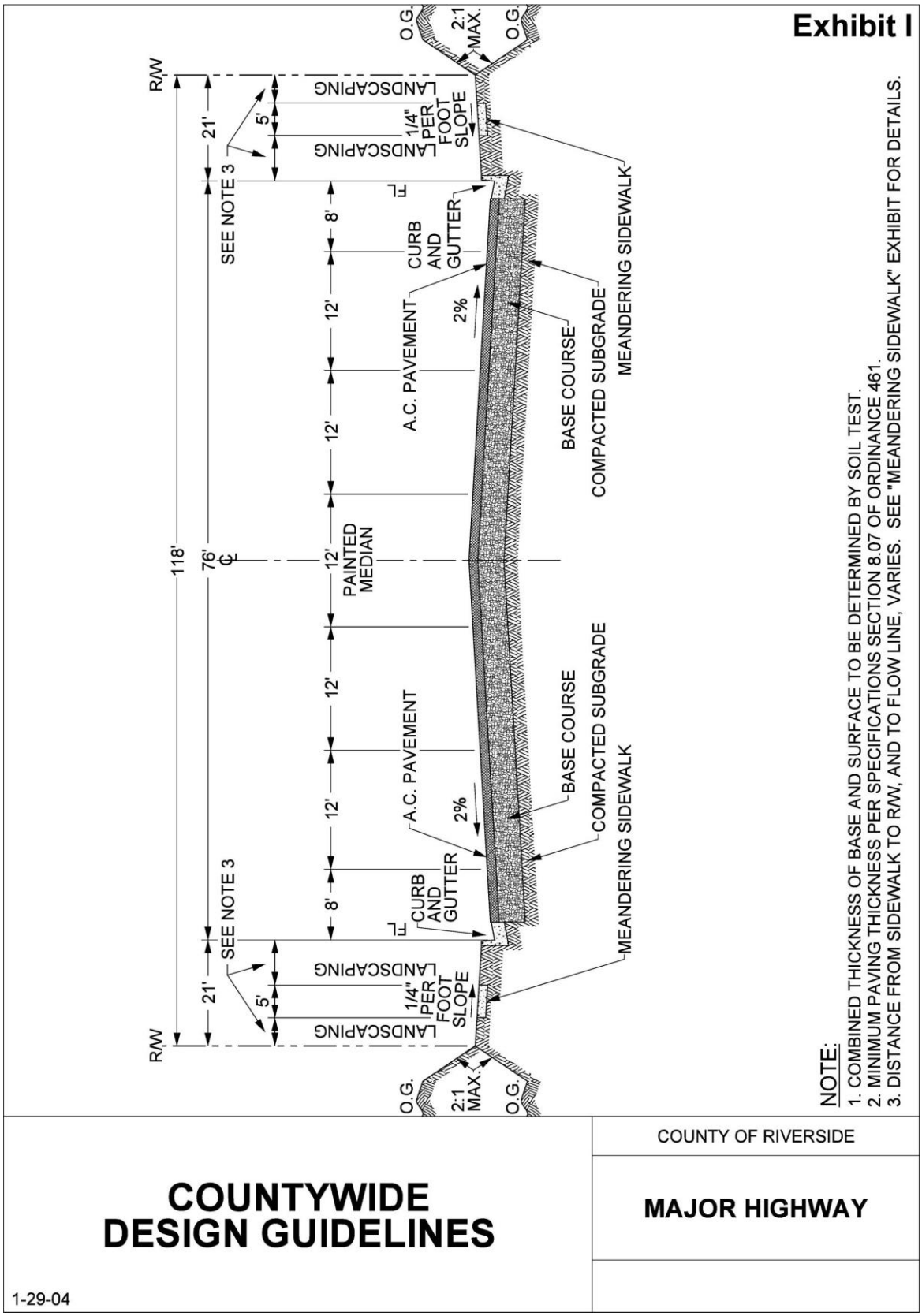
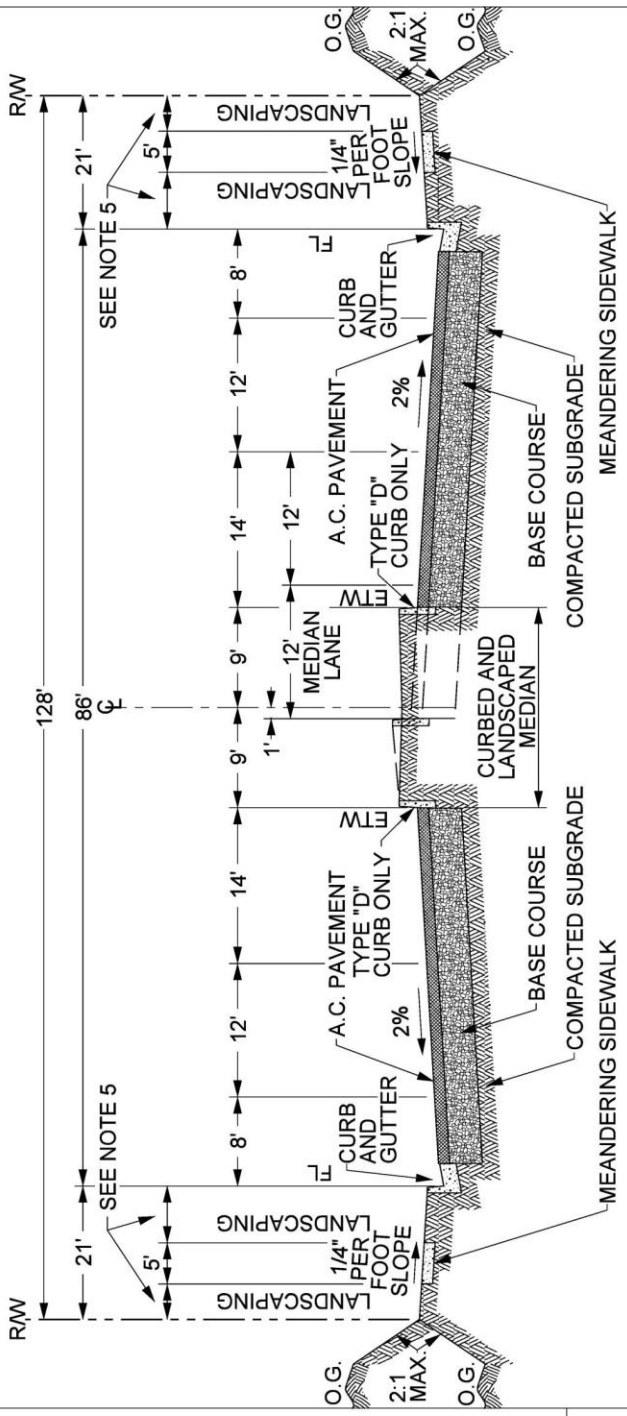


Exhibit I
R/W
21'
5'
LANDSCAPING
1/4" PER FOOT SLOPE
LANDSCAPING
SEE NOTE 3
8'
CURB AND GUTTER
12'
A.C. PAVEMENT
2%
BASE COURSE
COMPACTED SUBGRADE
MEANDERING SIDEWALK
118'
76'
12'
PAINTED MEDIAN
O.G.
2:1 MAX.
NOTE:
1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.
COUNTYWIDE DESIGN GUIDELINES
COUNTY OF RIVERSIDE
MAJOR HIGHWAY
1-29-04

Exhibit J



NOTE:

1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 113 OF ORDINANCE 461 FOR LANDSCAPE MEDIAN REQUIREMENTS, INCLUDING MEDIAN CURB.
4. CURB AND GUTTER TO BE TYPE "A-8" (STANDARD NO. 201 OF ORDINANCE 461).
5. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.

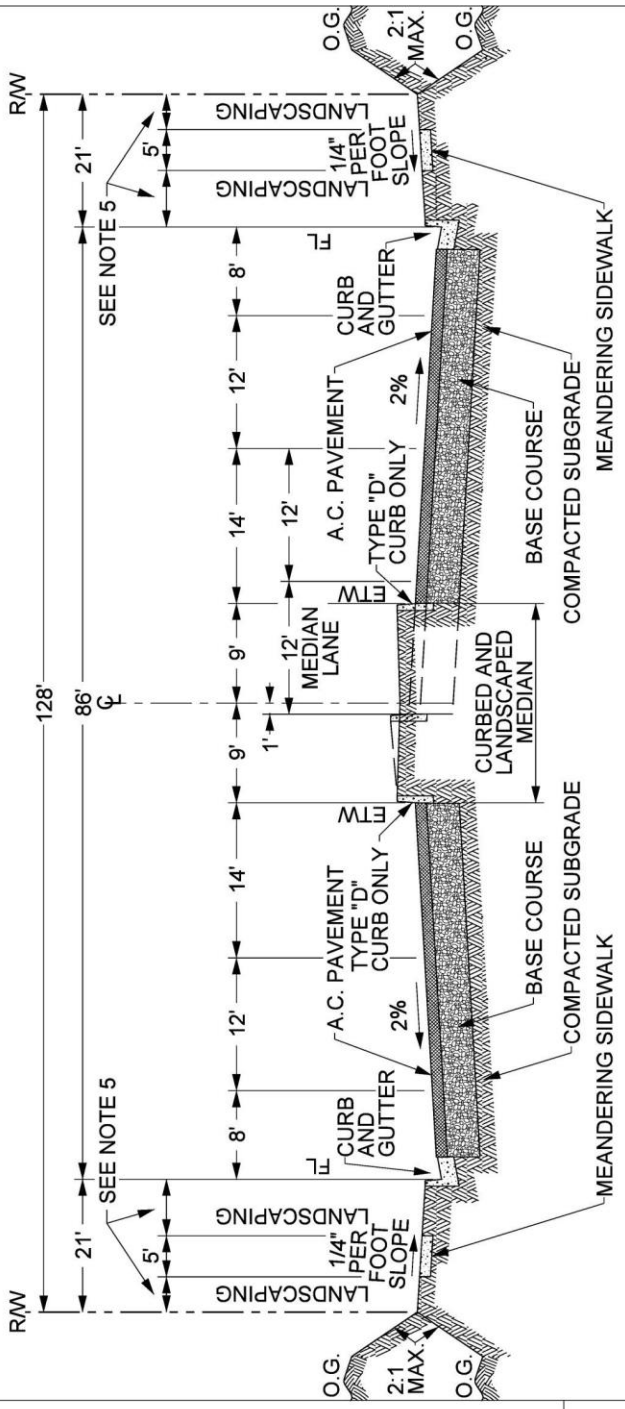
COUNTYWIDE DESIGN GUIDELINES

COUNTY OF RIVERSIDE

ARTERIAL HIGHWAY

1-29-04

Exhibit K



NOTE:

1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 113 OF ORDINANCE 461 FOR LANDSCAPE MEDIAN REQUIREMENTS, INCLUDING MEDIAN CURB.
4. CURB AND GUTTER TO BE TYPE "A-8" (STANDARD NO. 201 OF ORDINANCE 461).
5. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.

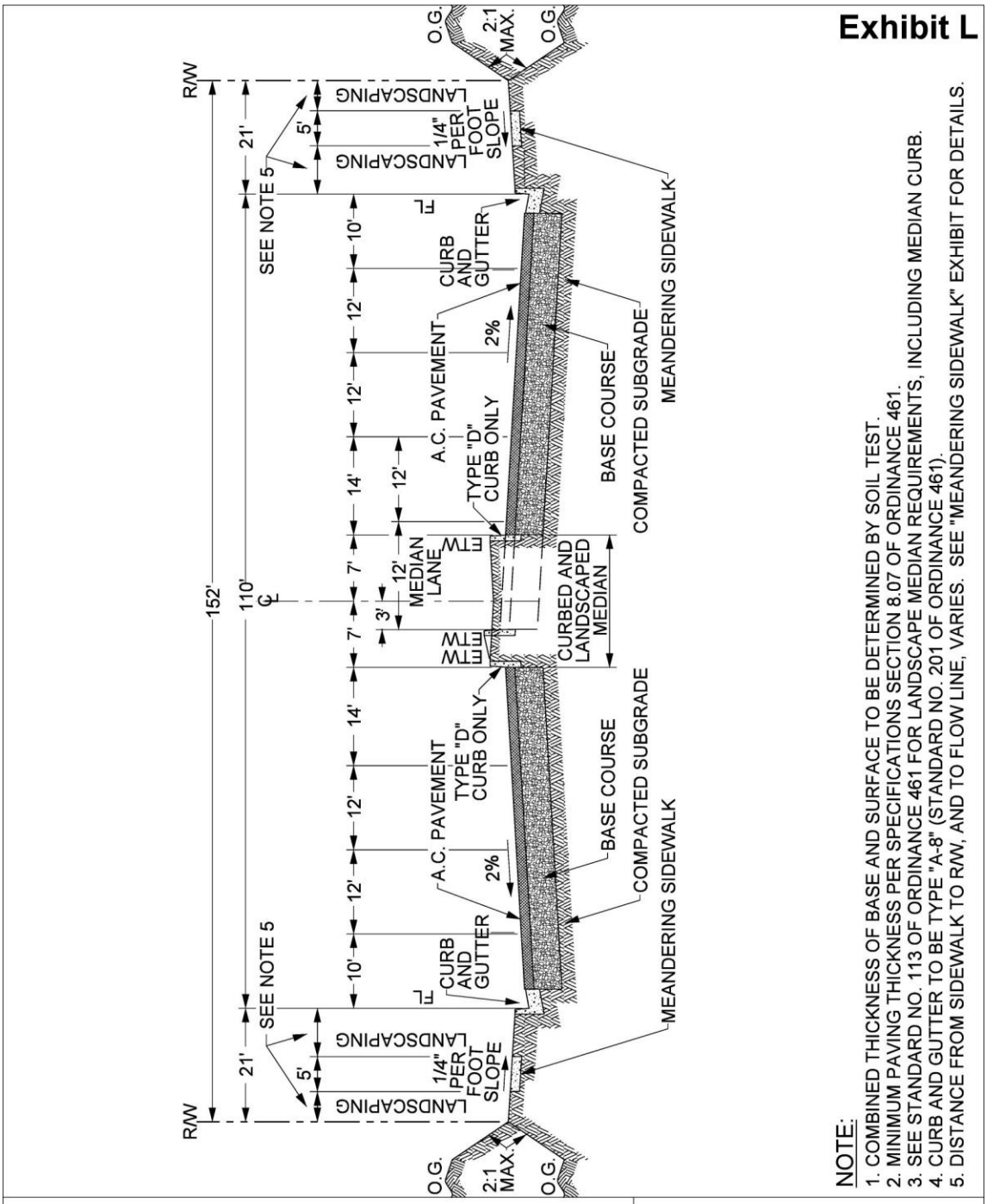
COUNTYWIDE DESIGN GUIDELINES

COUNTY OF RIVERSIDE

ARTERIAL HIGHWAY

1-29-04

Exhibit L



NOTE:

1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 113 OF ORDINANCE 461 FOR LANDSCAPE MEDIAN REQUIREMENTS, INCLUDING MEDIAN CURB.
4. CURB AND GUTTER TO BE TYPE "A-8" (STANDARD NO. 201 OF ORDINANCE 461).
5. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.

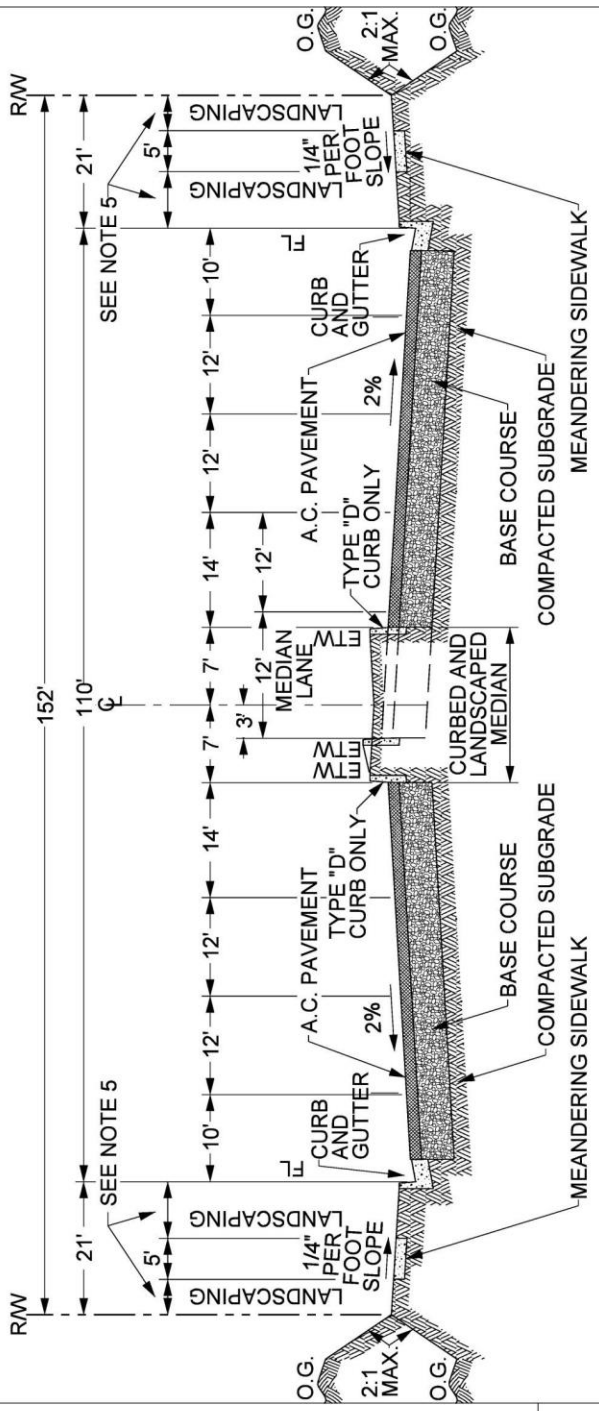
COUNTYWIDE DESIGN GUIDELINES

COUNTY OF RIVERSIDE

URBAN ARTERIAL HIGHWAY

1-29-04

Exhibit M



NOTE:

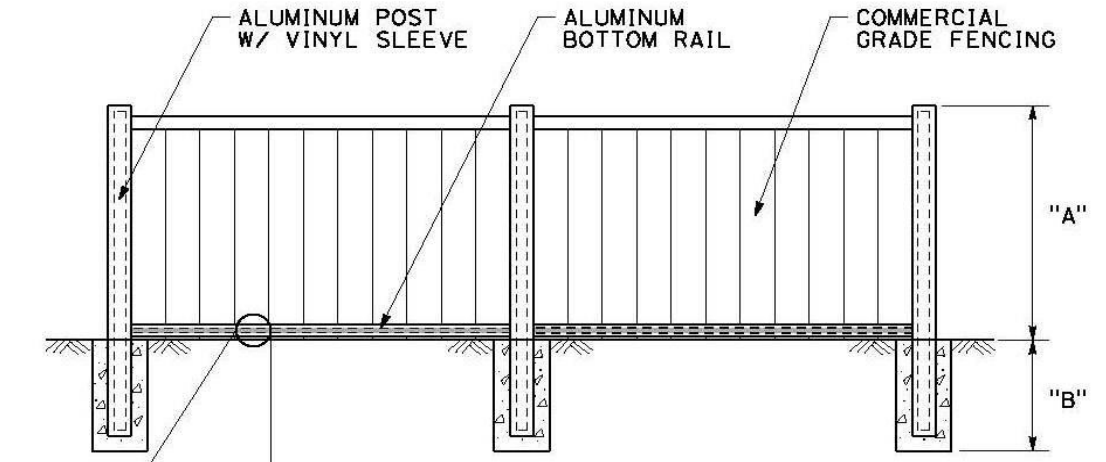
1. COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. SEE STANDARD NO. 113 OF ORDINANCE 461 FOR LANDSCAPE MEDIAN REQUIREMENTS, INCLUDING MEDIAN CURB.
4. CURB AND GUTTER TO BE TYPE "A-8" (STANDARD NO. 201 OF ORDINANCE 461).
5. DISTANCE FROM SIDEWALK TO R/W, AND TO FLOW LINE, VARIES. SEE "MEANDERING SIDEWALK" EXHIBIT FOR DETAILS.

COUNTYWIDE DESIGN GUIDELINES	COUNTY OF RIVERSIDE
	URBAN ARTERIAL HIGHWAY
1-29-04	

Exhibit N

NOTES:

1. ALL VINYL FENCING MUST BE COMMERCIAL GRADE.
2. ALUMINUM POST AND ALUMINUM BOTTOM RAILS ARE REQUIRED (NO WOOD OR GALVANIZED MATERIAL).
3. ALL SUBMITTALS REQUIRE PLANS AND CALCULATIONS FOR 101 MPH WIND SPEED. MINIMUM EXPOSURE "C".
4. PLANS AND CALCULATIONS SHALL BE SUBMITTED WITH FENCE AND WALL PLOT PLAN.
5. ALL FENCING INSTALLATIONS WILL REQUIRE CONTRACTOR CERTIFICATIONS.
6. GROUND MOUNT ONLY, NOT TO EXCEED 7 FEET IN HEIGHT.
7. ANY DEVIATIONS FROM THIS STANDARD WILL REQUIRE PLANNING DEPARTMENT APPROVAL AND MAY REQUIRE BUILDING PERMITS.
8. FOOTING DEPTHS SHOULD BE PER TABLE 1 AS SHOWN BELOW.



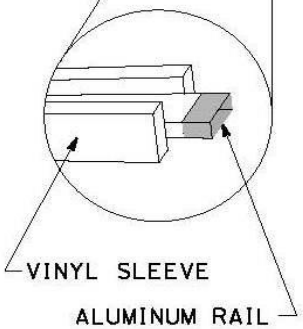
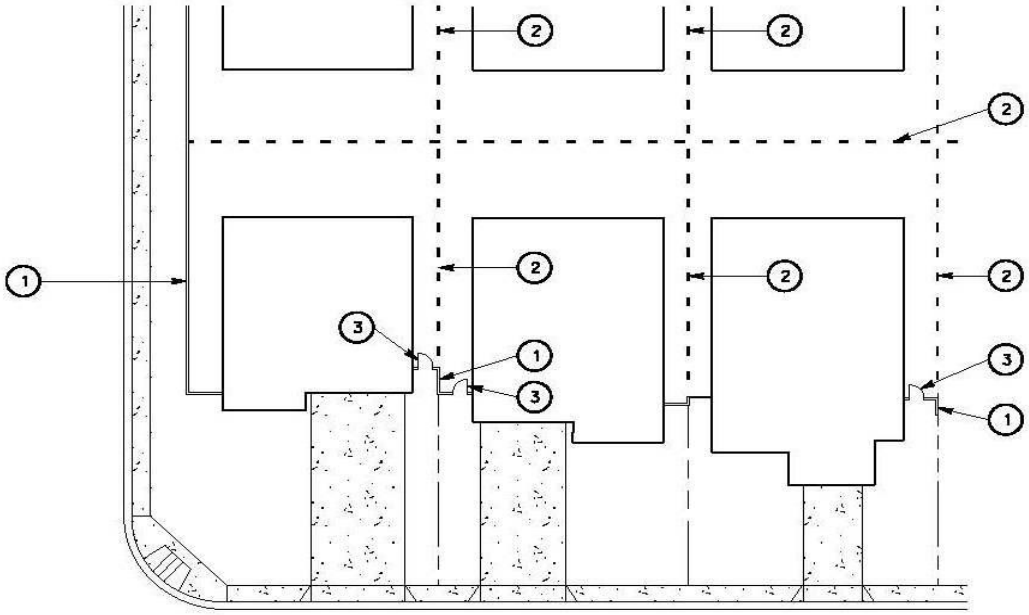


TABLE 1

FENCE HEIGHT	FOOTING DEPTH
"A"	"B"
5'0"	20"
6'0"	24"
7'0"	28"

	COUNTY OF RIVERSIDE PLANNING DEPARTMENT
	INTERIOR VINYL FENCING FOR TRACT HOMES
(951) 955-3200	COUNTYWIDE DESIGN GUIDELINES
FAX: (951) 955-1817	8-20-14

Exhibit O



LEGEND:

— (1) DECORATIVE MANSONRY BLOCK WALL ALONG PORTIONS VIEWABLE FROM STREET.

- - (2) VINYL FENCING AT REAR AND SIDEYARDS BETWEEN LOTS.

⌐ (3) 3' WIDE SIDEYARD ACCESS GATE.

	COUNTY OF RIVERSIDE PLANNING DEPARTMENT
	INTERIOR VINYL FENCING FOR TRACT HOMES
(951) 955-3200	COUNTYWIDE DESIGN GUIDELINES
FAX: (951) 955-1817	8-20-14

Appendix B

ADDITIONAL PHOTOGRAPHIC EXAMPLES

Building Articulation













Front Porch Treatments

















Examples of Landscape Buffers, Mini-Parks, and Paseos













Walls and Fences













Garage Door Treatments





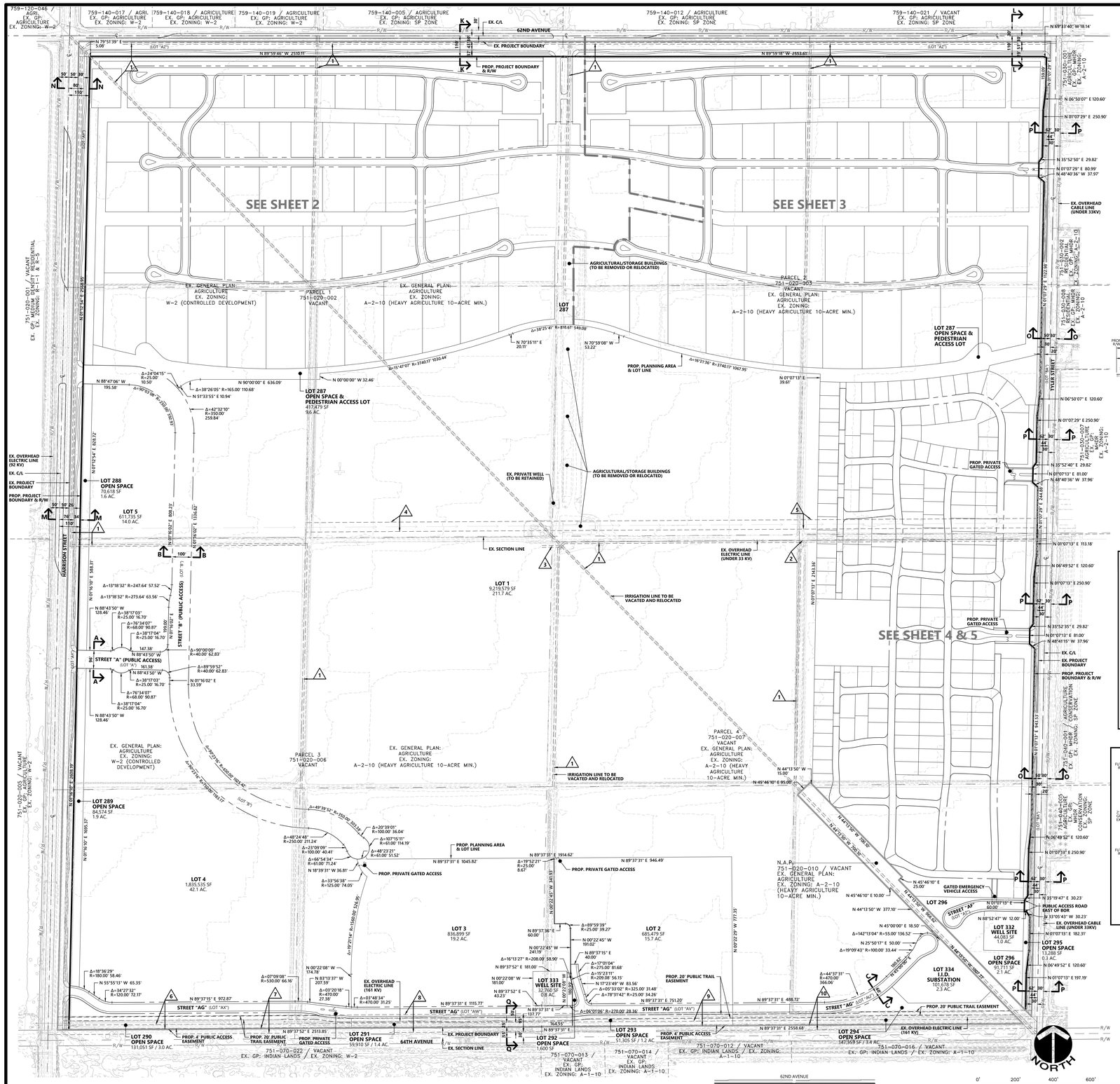








Y:\Planning Master Forms\Misc Public Forms and Documents\Countywide Design Standards and Guidelines.doc


759-120-046 / AGRI. EX. GP: AGRICULTURE EX. ZONING: W-2
759-140-017 / AGRI. EX. GP: AGRICULTURE EX. ZONING: W-2
759-140-018 / AGRICULTURE EX. GP: AGRICULTURE EX. ZONING: W-2
759-140-019 / AGRICULTURE EX. GP: AGRICULTURE EX. ZONING: W-2
759-140-005 / AGRICULTURE EX. GP: AGRICULTURE EX. ZONING: SP ZONE
759-140-012 / AGRICULTURE EX. GP: AGRICULTURE EX. ZONING: SP ZONE
759-140-021 / VACANT EX. GP: AGRICULTURE EX. ZONING: SP ZONE
751-020-001 / VACANT EX. GP: AGRICULTURE EX. ZONING: R-1-1 & R-1-5
751-020-005 / VACANT EX. GP: AGRICULTURE EX. ZONING: R-1-1
62ND AVENUE
EX. C/L
EX. PROJECT BOUNDARY
PROP. PROJECT BOUNDARY & R/W
SEE SHEET 2
SEE SHEET 3
SEE SHEET 4 & 5
PARCEL 1 751-020-002 VACANT
PARCEL 2 751-020-003 VACANT
PARCEL 3 751-020-006 VACANT
PARCEL 4 751-020-007 VACANT
EX. GENERAL PLAN: AGRICULTURE EX. ZONING: W-2 (CONTROLLED DEVELOPMENT)
EX. GENERAL PLAN: AGRICULTURE EX. ZONING: A-2-10 (HEAVY AGRICULTURE 10-ACRE MIN.)
AGRICULTURAL/STORAGE BUILDINGS (TO BE REMOVED OR RELOCATED)
EX. PRIVATE WELL (TO BE RETAINED)
EX. SECTION LINE
IRRIGATION LINE TO BE VACATED AND RELOCATED
EX. OVERHEAD ELECTRIC LINE (UNDER 33 KV)
PROP. PLANNING AREA & LOT LINE
PROP. PRIVATE GATED ACCESS
PROP. 20' PUBLIC TRAIL EASEMENT
PROP. 4' PUBLIC ACCESS EASEMENT
EX. PROJECT BOUNDARY
EX. OVERHEAD ELECTRIC LINE (161 KV)
GATED EMERGENCY VEHICLE ACCESS
PUBLIC ACCESS ROAD EAST OF BOR
EX. OVERHEAD CABLE LINE (UNDER 33KV)
LOT 1 9,219,579 SF 211.7 AC.
LOT 4 1,835,535 SF 42.1 AC.
LOT 5 611,735 SF 14.0 AC.
LOT 287 OPEN SPACE & PEDESTRIAN ACCESS LOT 417,479 SF 9.6 AC.
LOT 288 OPEN SPACE 70,618 SF 1.6 AC.
LOT 289 OPEN SPACE 84,574 SF 1.9 AC.
LOT 290 OPEN SPACE 131,051 SF / 3.0 AC.
LOT 291 OPEN SPACE 59,910 SF / 1.4 AC.
LOT 293 OPEN SPACE 51,305 SF / 1.2 AC.
LOT 294 OPEN SPACE 147,508 SF / 3.4 AC.
LOT 295 OPEN SPACE 13,288 SF 0.3 AC.
LOT 296 OPEN SPACE 91,711 SF 2.1 AC.
LOT 2 685,479 SF 15.7 AC.
LOT 3 836,899 SF 19.2 AC.
LOT 287 OPEN SPACE & PEDESTRIAN ACCESS LOT
LOT 319
LOT 332 WELL SITE 44,085 SF 1.0 AC.
LOT 333 WELL SITE 32,760 SF 0.8 AC.
LOT 334 I.I.D. SUBSTATION 100,678 SF 2.3 AC.
STREET "A" (PUBLIC ACCESS) (LOT "A")
STREET "B" (PUBLIC ACCESS) (LOT "B")
STREET "AG" (LOT "AG")
STREET "AF" (LOT "AF")
TYLER STREET
HARRISON STREET
64TH AVENUE
751-070-022 / VACANT EX. GP: INDIAN LANDS / EX. ZONING: W-2
751-070-013 / VACANT EX. GP: INDIAN LANDS EX. ZONING: A-1-10
751-070-014 / VACANT EX. GP: INDIAN LANDS EX. ZONING: A-1-10
751-070-012 / VACANT EX. GP: INDIAN LANDS / EX. ZONING: A-1-10
751-070-016 / VACANT EX. GP: INDIAN LANDS / EX. ZONING: A-1-10
751-040-001 / AGRICULTURE MSHP / EX. ZONING: SP ZONE
751-040-004 / AGRICULTURE MSHP / EX. ZONING: SP ZONE
751-040-005 / AGRICULTURE MSHP / EX. ZONING: SP ZONE
751-020-002 / RESIDENTIAL EX. GP: AGRICULTURE EX. ZONING: A-2-10
751-020-004 / RESIDENTIAL EX. GP: AGRICULTURE EX. ZONING: A-2-10
751-020-008 / RESIDENTIAL EX. GP: AGRICULTURE EX. ZONING: A-2-10
N.A.P. 751-020-010 / VACANT EX. GENERAL PLAN: AGRICULTURE EX. ZONING: A-2-10 (HEAVY AGRICULTURE 10-ACRE MIN.)
N 69°13'40" W 18.14'
N 06°50'07" E 120.60'
N 01°07'29" E 250.90'
N 35°52'50" E 29.82'
N 01°07'29" E 80.99'
N 48°40'36" W 37.97'
N 01°07'13" E 81.00'
N 48°40'36" W 37.96'
N 01°07'13" E 113.18'
N 06°49'52" E 120.60'
N 01°07'13" E 250.90'
N 35°52'35" E 29.82'
N 01°07'13" E 81.00'
N 48°41'15" W 37.96'
N 01°07'13" E 197.19'
N 19°19'47" E 30.23'
N 31°05'41" W 30.23'
N 88°52'47" W 12.00'
N 01°07'13" E 182.31'
N 06°49'52" E 120.60'
N 01°07'29" E 110.28'
N 01°07'29" E 944.53'
N 01°07'29" E 1343.36'
N 01°07'29" E 1344.88'
N 01°07'29" E 1345.63'
N 01°07'29" E 1346.38'
N 01°07'29" E 1347.13'
N 01°07'29" E 1347.88'
N 01°07'29" E 1348.63'
N 01°07'29" E 1349.38'
N 01°07'29" E 1350.13'
N 01°07'29" E 1350.88'
N 01°07'29" E 1351.63'
N 01°07'29" E

THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 38578

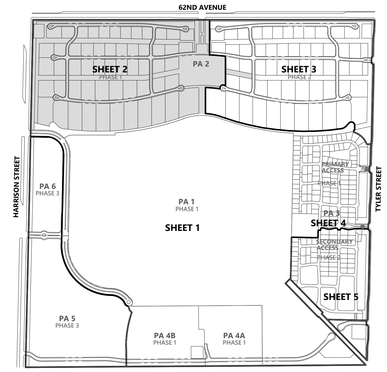
SCHEDULE A SUBDIVISION

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION





KEY TO MAP SHEETS

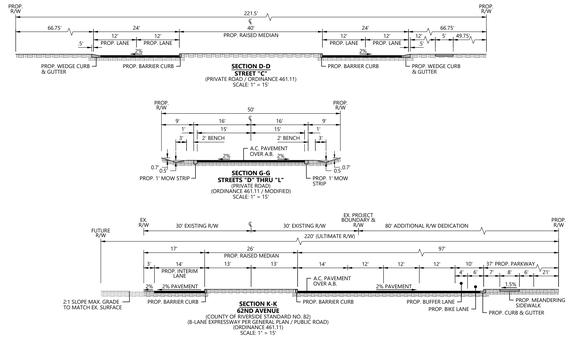
SCALE: 1" = 800'

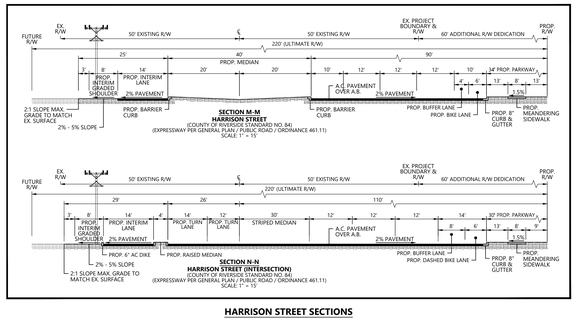
LINE DATA

NO.	BEARING	LENGTH
L1	N 00°00'14" E	22.00'
L2	N 89°59'46" W	1290.64'
L3	N 84°10'28" W	485.46'
L4	N 00°00'14" E	106.86'
L5	N 45°00'00" E	64.15'
L6	N 00°00'14" E	631.77'
L7	N 08°50'15" E	50.09'
L8	N 05°49'32" E	67.93'
L9	N 00°00'14" E	45.59'
L10	N 25°00'00" E	40.50'
L11	N 00°00'14" E	579.47'
L12	N 14°00'36" W	67.30'
L13	N 78°49'26" W	27.82'
L14	N 75°59'24" E	457.02'
L15	N 89°59'46" W	1521.99'
L16	N 00°00'14" E	607.45'

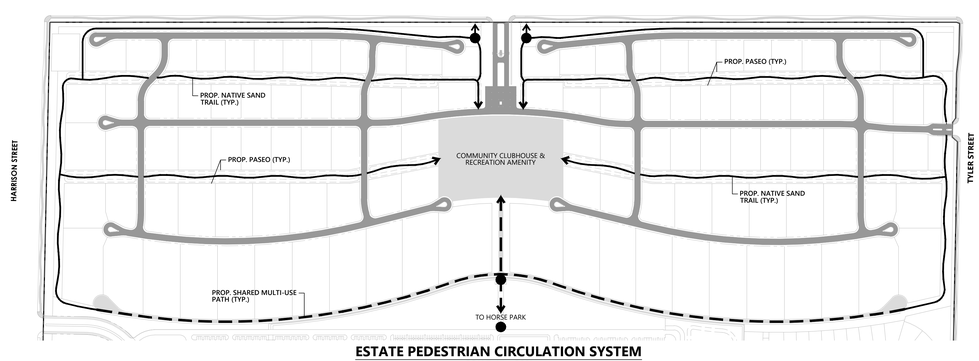
CURVE DATA

NO.	DELTA	RADIUS	LENGTH
C1	05°49'18"	2400.00'	243.86'
C2	44°59'46"	150.00'	117.80'
C3	44°59'46"	150.00'	117.80'
C4	08°50'01"	425.00'	65.52'
C5	05°49'18"	400.00'	40.64'
C6	24°59'46"	150.00'	65.44'
C7	24°59'46"	150.00'	65.44'
C8	14°00'50"	300.00'	73.38'
C9	10°42'55"	1000.00'	187.02'
C10	22°21'02"	2700.00'	1053.25'
C11	25°11'10"	3200.00'	1406.65'



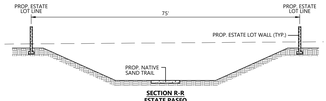


HARRISON STREET SECTIONS



ESTATE PEDESTRIAN CIRCULATION SYSTEM

SCALE: 1" = 300'



LEGEND	
	ESTATE PASEO TRAIL - NATIVE SAND TRAIL (NON-ADA)
	SHARED MULTI-USE PATH (PEDESTRIAN/HORSE/GOLF CART/VEHICLE)
●	RESIDENT GATE TO EXTERNAL TRAIL SYSTEM

ABBREVIATIONS

(E)	EAST	NO.	NUMBER
(N)	NORTH	N.T.S.	NOT TO SCALE
(S)	SOUTH	O/H	OVERHEAD
(W)	WEST	OS/PP	OPEN SPACE / PARKS
A.C.	ASPHALT CONCRETE	PE	PAD ELEVATION
AC.	ACREAGE	PG.	PAGE
APN	ASSESSORS PARCEL NUMBER	P/L	PROPERTY LINE
BNDRY	BOUNDARY	PROP.	PROPOSED
C/L	CENTERLINE	P.U.E.	PUBLIC UTILITY EASEMENT
C&G	CURB AND GUTTER	R	RADIUS
E/P	EDGE OF PAVEMENT	R-L	LOW DENSITY (RESIDENTIAL)
ESMT.	EASEMENT	R/W	RIGHT OF WAY
EX.	EXISTING	SF	SQUARE FEET
MAX.	MAXIMUM	STD.	STANDARD
M.B.	MAP BOOK	TYP.	TYPICAL
MIN.	MINIMUM	UG	UNDERGROUND

LEGEND

679.3	EXISTING SPOT ELEVATIONS
	EXISTING CONTOURS
4	EXISTING EASEMENT DELTA
C	EXISTING CABLE
DRN	EXISTING IRRIGATION DRAIN LINE
	EXISTING EASEMENT
E	EXISTING ELECTRIC
G	EXISTING GAS
IRR	EXISTING IRRIGATION
	EXISTING LOT LINE
	EXISTING EDGE OF PAVEMENT
T	EXISTING TELEPHONE
O/H T	EXISTING OVERHEAD TELEPHONE
R/W	EXISTING RIGHT OF WAY
S	EXISTING SEWER
FM	EXISTING SEWER FORCE MAIN
W	EXISTING WATER
	TENTATIVE TRACT MAP BOUNDARY
	PROPOSED AND EXISTING CENTER LINE
	PROPOSED CURB
	PROPOSED EASEMENT
	PROPOSED LOT LINE
	PROPOSED RIGHT OF WAY

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THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

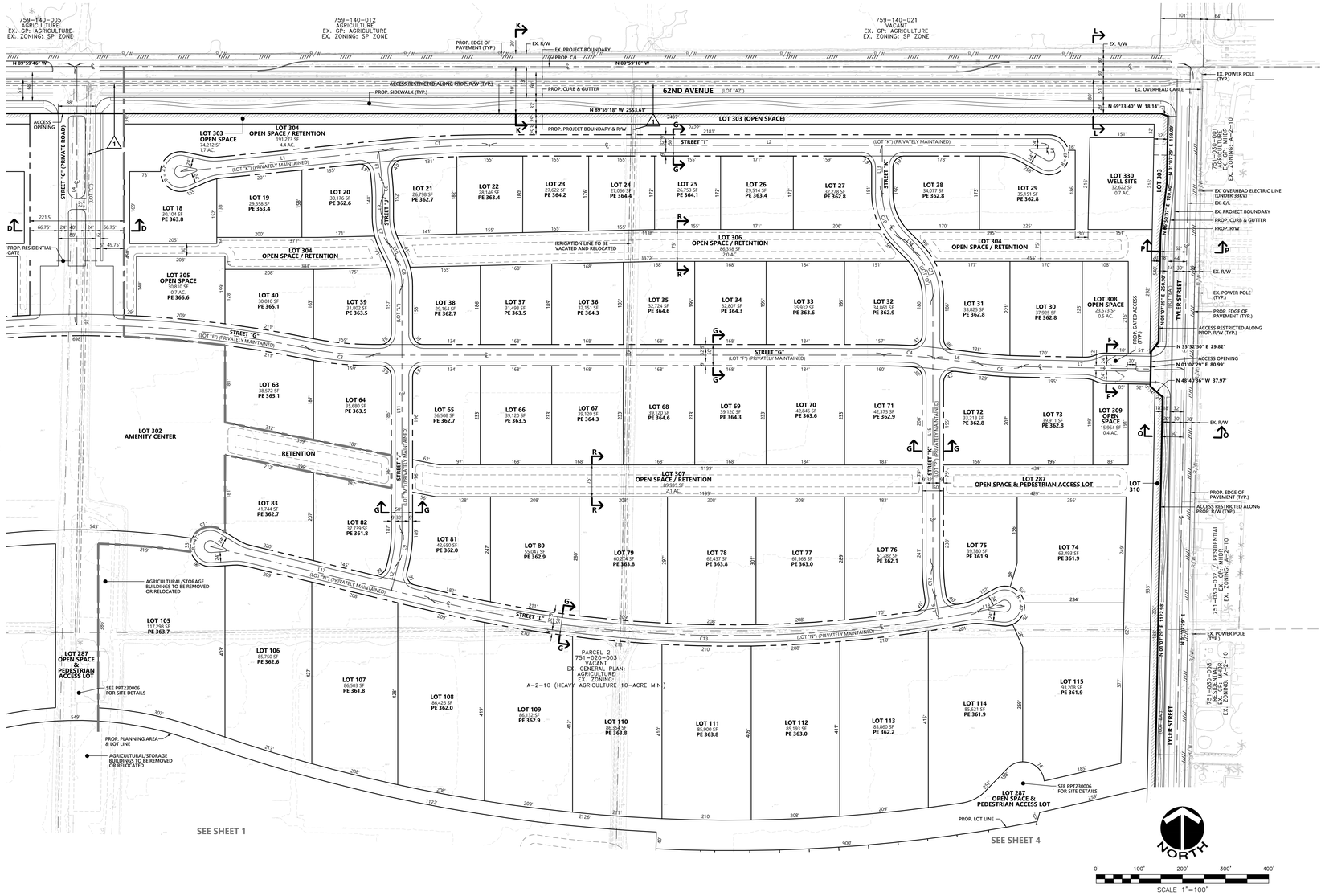
TENTATIVE TRACT MAP NO. 38578

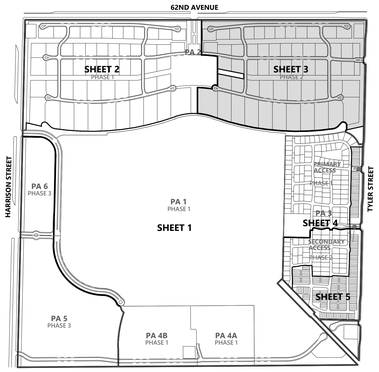
SCHEDULE A SUBDIVISION

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION





KEY TO MAP SHEETS

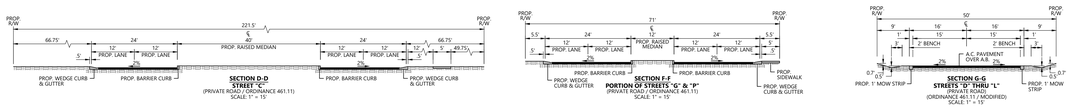
SCALE: 1" = 800'

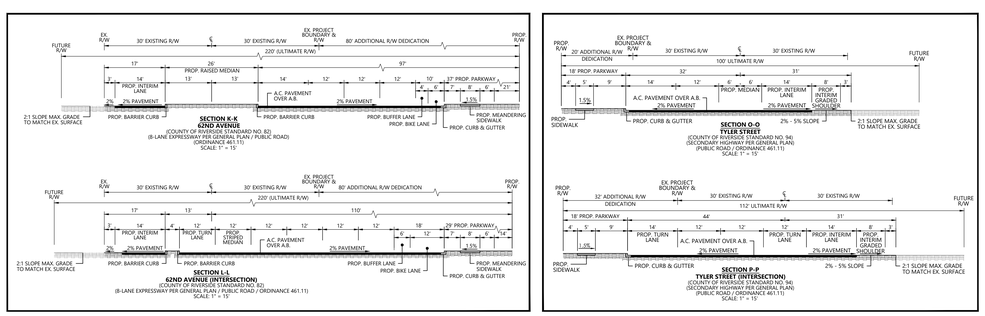
LINE DATA

NO.	BEARING	LENGTH
L1	N 84°10'55" E	485.46'
L2	N 89°59'46" W	1314.69'
L3	N 00°00'14" E	22.00'
L4	N 00°00'14" E	607.45'
L5	N 89°59'46" W	1200.98'
L6	N 83°07'29" W	104.79'
L7	N 88°52'31" W	382.60'
L8	N 05°49'05" W	67.93'
L9	N 00°00'14" E	45.65'
L10	N 21°50'00" W	40.45'
L11	N 00°00'14" E	577.95'
L12	N 13°13'40" E	68.01'
L13	N 00°00'14" E	112.87'
L14	N 45°00'00" W	43.87'
L15	N 00°00'14" E	633.75'
L16	N 09°23'49" W	53.07'
L17	N 76°26'20" W	534.52'
L18	N 78°49'32" E	63.73'

CURVE DATA

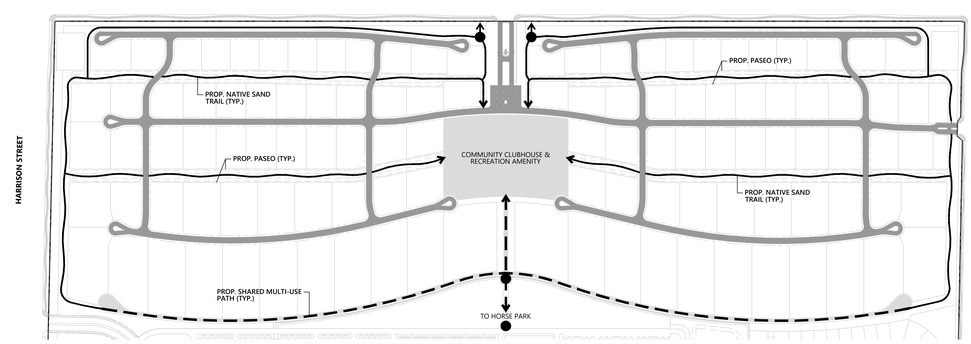
NO.	DELTA	RADIUS	LENGTH
C1	05°49'19"	2400.00'	243.87'
C2	22°21'02"	2700.00'	1053.25'
C3	11°38'07"	750.00'	152.31'
C4	06°52'17"	1000.00'	119.93'
C5	05°45'02"	1000.00'	100.37'
C6	05°49'19"	400.00'	40.64'
C7	25°00'14"	150.00'	65.46'
C8	25°00'14"	150.00'	65.46'
C9	13°33'26"	300.00'	70.99'
C10	45°00'14"	150.00'	117.82'
C11	45°00'14"	150.00'	117.82'
C12	09°24'03"	425.00'	69.73'
C13	24°44'08"	3000.00'	1295.15'





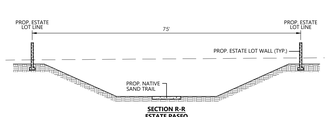
62ND AVENUE SECTIONS

TYLER STREET SECTIONS



ESTATE PEDESTRIAN CIRCULATION SYSTEM

SCALE: 1" = 300'



LEGEND	
	ESTATE PASEO TRAIL - NATIVE SAND TRAIL (NON-ADA)
	SHARED MULTI-USE PATH (PEDESTRIAN/HORSE/GOLF CART/VEHICLE)
●	RESIDENT GATE TO EXTERNAL TRAIL SYSTEM

ABBREVIATIONS

(E)	EAST	NO.	NUMBER
(N)	NORTH	N.T.S.	NOT TO SCALE
(S)	SOUTH	O/H	OVERHEAD
(W)	WEST	OS/PP	OPEN SPACE / PARKS
A.C.	ASPHALT CONCRETE	PE	PAD ELEVATION
AC.	ACREAGE	PG.	PAGE
APN	ASSESSORS PARCEL NUMBER	P/L	PROPERTY LINE
BNDRY	BOUNDARY	PROP.	PROPOSED
C/L	CENTERLINE	P.U.E.	PUBLIC UTILITY EASEMENT
C&G	CURB AND GUTTER	R	RADIUS
E/P	EDGE OF PAVEMENT	R-L	LOW DENSITY (RESIDENTIAL)
ESMT.	EASEMENT	R/W	RIGHT OF WAY
EX.	EXISTING	SF	SQUARE FEET
MAX.	MAXIMUM	STD.	STANDARD
M.B.	MAP BOOK	TYP.	TYPICAL
MIN.	MINIMUM	UG	UNDERGROUND

LEGEND

679.3	EXISTING SPOT ELEVATIONS
	EXISTING CONTOURS
A	EXISTING EASEMENT DELTA
E	EXISTING CABLE
DRN	EXISTING IRRIGATION DRAIN LINE
	EXISTING EASEMENT
E	EXISTING ELECTRIC
G	EXISTING GAS
IRR	EXISTING IRRIGATION
	EXISTING LOT LINE
	EXISTING EDGE OF PAVEMENT
T	EXISTING TELEPHONE
O/H T	EXISTING OVERHEAD TELEPHONE
R/W	EXISTING RIGHT OF WAY
S	EXISTING SEWER
FM	EXISTING SEWER FORCE MAIN
W	EXISTING WATER
	TENTATIVE TRACT MAP BOUNDARY
	PROPOSED AND EXISTING CENTER LINE
	PROPOSED CURB
	PROPOSED EASEMENT
	PROPOSED LOT LINE
	PROPOSED RIGHT OF WAY

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Planning • Environmental Services • Dry Utility Coordination • GIS
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THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

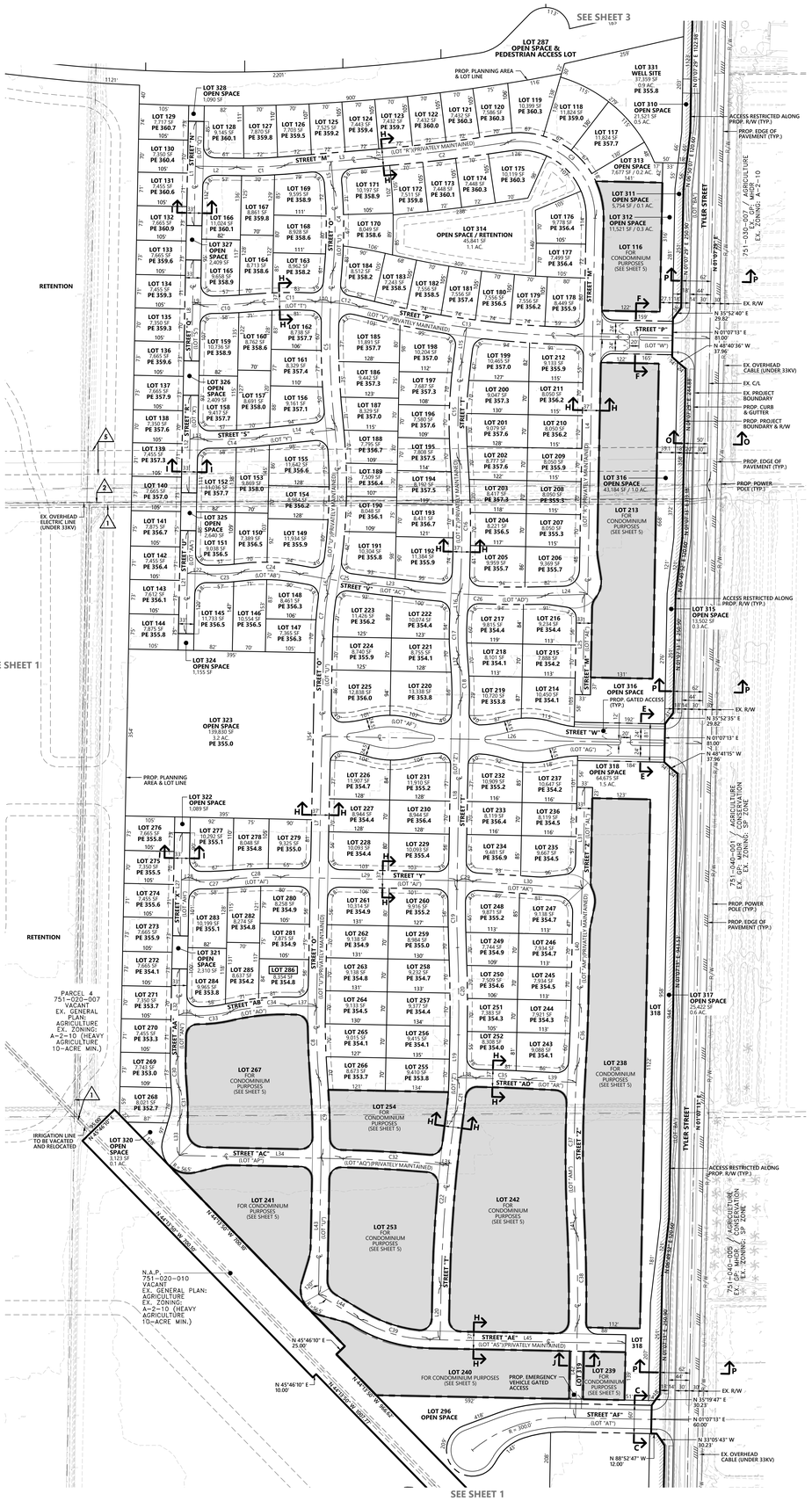
TENTATIVE TRACT MAP NO. 38578

SCHEDULE A SUBDIVISION

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION


SEE SHEET 3
SEE SHEET 1
SEE SHEET 1
LOT 287 OPEN SPACE & PEDESTRIAN ACCESS LOT
PROP. PLANNING AREA & LOT LINE
LOT 328 OPEN SPACE 1,090 SF
LOT 331 WELL SITE 37,359 SF 0.9 AC PE 355.8
LOT 310 OPEN SPACE 21,521 SF 0.5 AC.
ACCESS RESTRICTED ALONG PROP. R/W (TYP.)
PROP. EDGE OF PAVEMENT (TYP.)
LOT 311 OPEN SPACE 5,754 SF / 0.1 AC.
LOT 312 OPEN SPACE 11,521 SF / 0.3 AC.
LOT 116 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 313 OPEN SPACE 7,877 SF / 0.2 AC. 14±'
LOT 314 OPEN SPACE / RETENTION 45,841 SF 1.1 AC.
RETENTION
TYLER STREET
751-030-007 / AGRICULTURE EX. ZONING: A-2-10
EX. R/W
EX. OVERHEAD CABLE (UNDER 33KV)
EX. C/L
EX. PROJECT BOUNDARY
PROP. CURB & GUTTER
PROP. PROJECT BOUNDARY & R/W
PROP. EDGE OF PAVEMENT (TYP.)
PROP. POWER POLE (TYP.)
LOT 316 OPEN SPACE 43,184 SF / 1.0 AC.
LOT 213 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 311 OPEN SPACE 13,502 SF 0.3 AC.
PROP. GATED ACCESS (TYP.)
LOT 318 OPEN SPACE 64,675 SF 1.5 AC.
LOT 317 OPEN SPACE 25,422 SF 0.6 AC.
PROP. PLANNING AREA & LOT LINE
LOT 322 OPEN SPACE 1,089 SF
LOT 323 OPEN SPACE 139,830 SF 3.2 AC. PE 355.0
LOT 324 OPEN SPACE 1,155 SF
LOT 325 OPEN SPACE 2,640 SF
LOT 326 OPEN SPACE 2,409 SF
LOT 327 OPEN SPACE 2,409 SF
LOT 320 OPEN SPACE 5,123 SF 0.1 AC.
LOT 321 OPEN SPACE 2,310 SF
LOT 296 OPEN SPACE
LOT 267 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 238 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 254 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 241 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 242 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 253 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 240 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
LOT 239 FOR CONDOMINIUM PURPOSES (SEE SHEET 5)
PROP. EMERGENCY VEHICLE GATED ACCESS
PARCEL 4 751-020-007 VACANT EX. GENERAL PLAN: AGRICULTURE EX. ZONING: A-2-10 (HEAVY AGRICULTURE 10-ACRE MIN.)
N.A.P. 751-020-010 VACANT EX. GENERAL PLAN: AGRICULTURE EX. ZONING: A-2-10 (HEAVY AGRICULTURE 10-ACRE MIN.)
IRRIGATION LINE TO BE VACATED AND RELOCATED
AGRICULTURE PRESERVATION ZONE
AGRICULTURE EX. ZONING: A-2-10
STREET "A" STREET "B" STREET "C" STREET "D" STREET "E" STREET "F" STREET "G" STREET "H" STREET "I" STREET "J" STREET "K" STREET "L" STREET "M" STREET "N" STREET "O" STREET "P" STREET "Q" STREET "R" STREET "S" STREET "T" STREET "U" STREET "V" STREET "W" STREET "X" STREET "Y" STREET "Z" STREET "AA" STREET "AB" STREET "AC" STREET "AD" STREET "AE" STREET "AF"
N 01°07'13" E 2,648.28'
N 01°07'13" E 1,322.64'
N 01°07'13" E 1,325.64'
N 01°07'13" E 1,322.64'
N 01°07'13" E 1,322.64'
N 01°07'13" E 1,322

THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 38578

SCHEDULE A SUBDIVISION FOR CONDOMINIUM PURPOSES

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

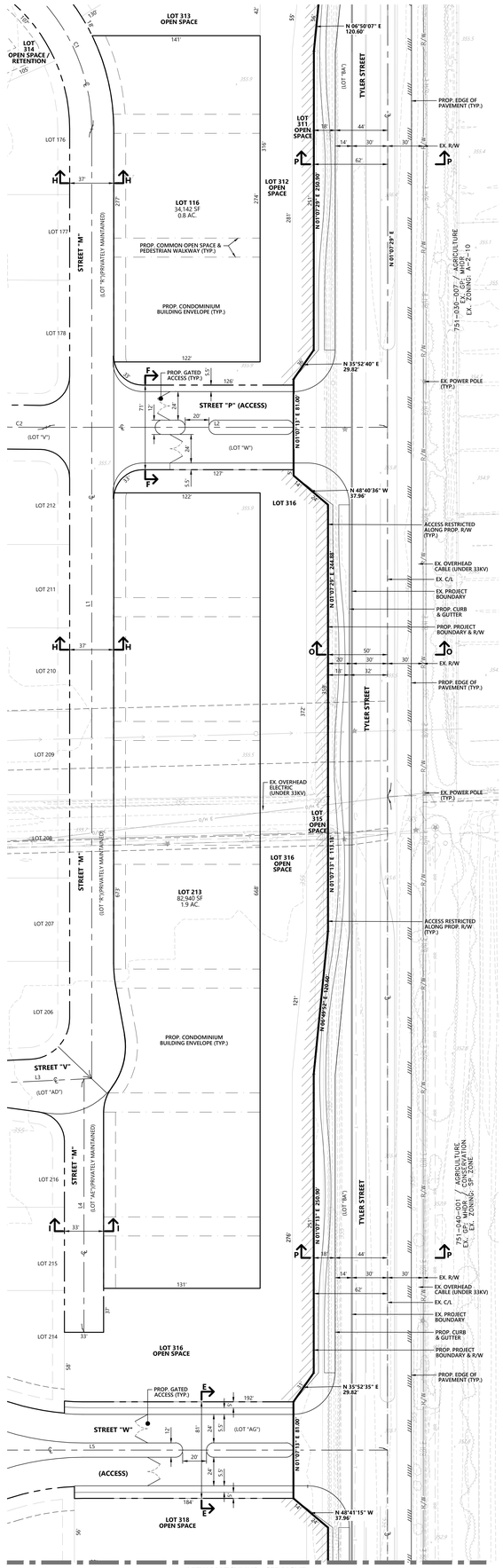
NO.	DATE	DESCRIPTION

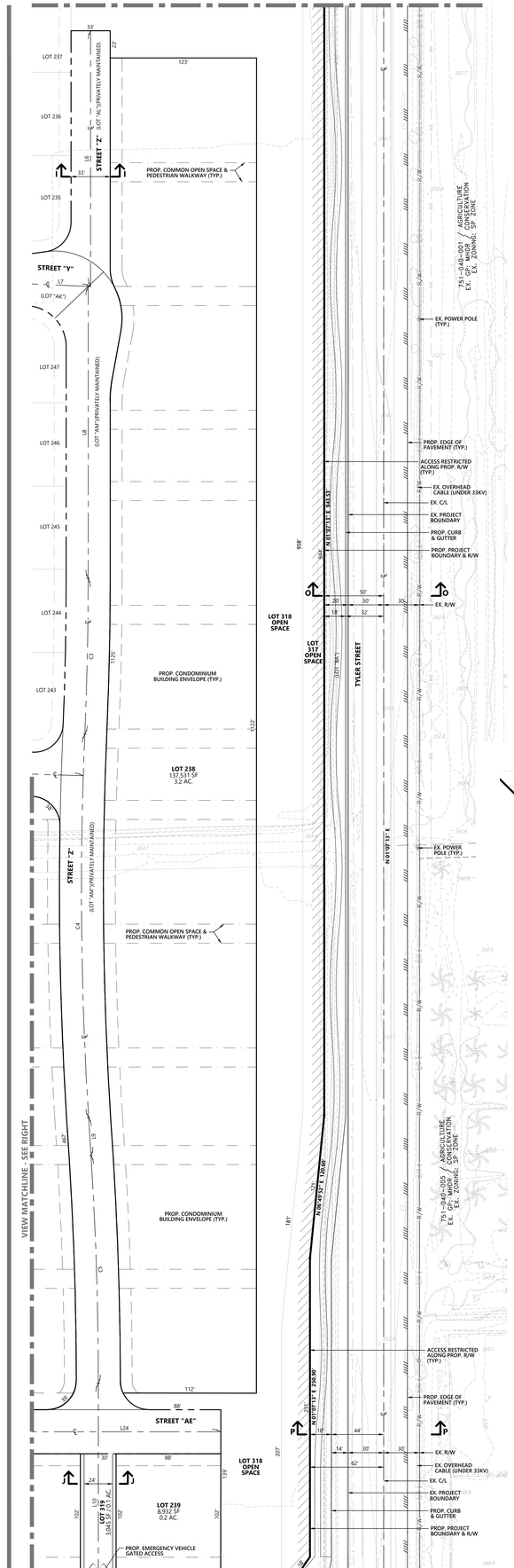
BUILDING DESCRIPTION	NO. OF BUILDINGS	NO. UNITS	SF
A 2-PLEX	4 BUILDINGS (2,499 SF / EA.)	8 UNITS	±9,996 SF
A 3-PLEX	9 BUILDINGS (3,728 SF / EA.)	27 UNITS	±33,552 SF
A 4-PLEX	23 BUILDINGS (4,957 SF / EA.)	92 UNITS	±114,011 SF
B 4-PLEX	11 BUILDINGS (4,547 SF / EA.)	44 UNITS	±50,017 SF
C-TH	5 BUILDINGS (6,383 SF / EA.)	20 UNITS	±31,915 SF
PROPOSED BUILDING TOTAL	52 BUILDINGS	191 UNITS	±239,491 SF

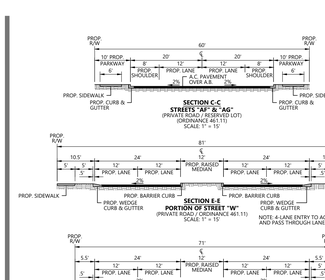
VIEW MATCHLINE - SEE LEFT

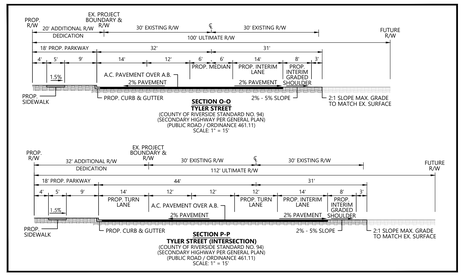
VIEW MATCHLINE - SEE RIGHT

SHEET MATCHLINE - SEE SHEET 4

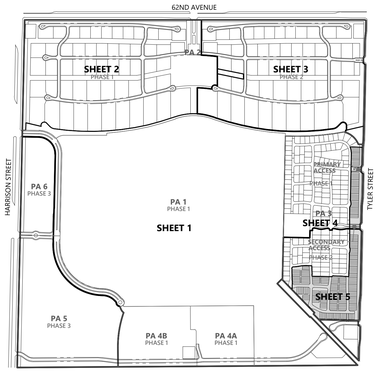






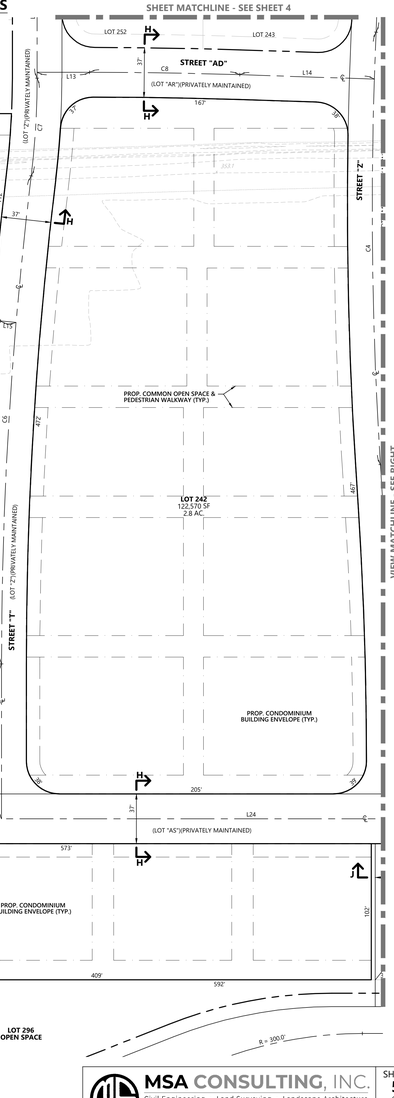


TYLER STREET SECTIONS



KEY TO MAP SHEETS

SCALE: 1" = 800'



LINE DATA		
NO.	BEARING	LENGTH
L1	N 01°03'13" E	197.52'
L2	N 88°52'47" W	286.59'
L3	N 88°27'11" E	90.29'
L4	N 01°03'13" E	212.82'
L5	N 88°52'47" W	806.00'
L6	N 01°07'13" E	215.14'
L7	N 86°12'45" W	233.81'
L8	N 01°07'13" E	345.28'
L9	N 02°32'07" W	32.02'
L10	N 01°07'13" E	200.72'
L11	N 01°07'13" E	115.40'
L12	N 01°07'13" E	95.48'
L13	N 88°52'47" W	39.06'
L14	N 87°02'47" W	100.30'
L15	N 84°09'46" W	11.62'
L16	N 88°52'47" W	347.63'
L17	N 01°07'13" E	781.81'
L18	N 01°07'13" E	80.02'
L19	N 01°07'13" E	186.05'
L20	N 88°52'47" W	35.53'
L21	N 88°52'47" W	60.00'
L22	N 01°07'13" E	290.90'
L23	N 58°52'47" W	101.89'
L24	N 88°52'47" W	414.99'

CURVE DATA			
NO.	DELTA	RADIUS	LENGTH
C1	89°58'56"	160.00'	279.20'
C2	13°14'07"	2000.00'	462.00'
C3	02°30'05"	3000.00'	130.97'
C4	06°09'25"	3000.00'	322.38'
C5	03°39'21"	3000.00'	191.42'
C6	06°57'44"	3000.00'	364.54'
C7	06°57'45"	600.00'	72.91'
C8	01°49'59"	3500.00'	111.98'
C9	03°32'01"	3000.00'	185.02'
C10	04°52'01"	2500.00'	212.36'
C11	05°41'50"	1700.00'	169.04'
C12	05°41'50"	1500.00'	149.15'
C13	06°11'30"	600.00'	64.84'
C14	06°11'30"	600.00'	64.84'
C15	14°12'59"	300.00'	74.44'
C16	14°12'59"	500.00'	124.06'
C17	30°00'00"	300.00'	157.08'

NORTH

0" 40' 80' 120' 160'

SCALE 1"=40'

ABBREVIATIONS

(E)	EAST
(N)	NORTH
(S)	SOUTH
(W)	WEST
A.C.	ASPHALT CONCRETE
AC	ACREAGE
APN	ASSESSORS PARCEL NUMBER
BNDRY	BOUNDARY
C/L	CENTERLINE
C&G	CURB AND GUTTER
E/P	EDGE OF PAVEMENT
ESMT.	EASEMENT
EX.	EXISTING
MAX.	MAXIMUM
M.B.	MAP BOOK
MIN.	MINIMUM
NO.	NUMBER
N.T.S.	NOT TO SCALE
O/H	OVERHEAD
OS/PP	OPEN SPACE / PARKS
PE	PAD ELEVATION
PG.	PAGE
P/L	PROPERTY LINE
PROP.	PROPOSED
P.U.E.	PUBLIC UTILITY EASEMENT
R	RADIUS
R-L	LOW DENSITY (RESIDENTIAL)
R/W	RIGHT OF WAY
SF	SQUARE FEET
STD.	STANDARD
TYP.	TYPICAL
UG	UNDERGROUND

LEGEND

679.3	EXISTING SPOT ELEVATIONS
	EXISTING CONTOURS
Δ	EXISTING EASEMENT DELTA
E	EXISTING CABLE
IRRN	EXISTING IRRIGATION DRAIN LINE
E	EXISTING EASEMENT
E	EXISTING ELECTRIC
G	EXISTING GAS
IRR	EXISTING IRRIGATION
	EXISTING LOT LINE
	EXISTING EDGE OF PAVEMENT
T	EXISTING TELEPHONE
O/H	EXISTING OVERHEAD TELEPHONE
R/W	EXISTING RIGHT OF WAY
S	EXISTING SEWER
FM	EXISTING SEWER FORCE MAIN
W	EXISTING WATER
	TENTATIVE TRACT MAP BOUNDARY
	PROPOSED AND EXISTING CENTER LINE
	PROPOSED CURB
	PROPOSED EASEMENT
	PROPOSED LOT LINE
	PROPOSED RIGHT OF WAY

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R:\2753\Acad\Planning\tentative map\2753 TTM 38578 ES.dwg, 9/16/2025 3:15:44 PM, dgallimore, MSA Consulting Inc.

THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 38578

SCHEDULE A SUBDIVISION FOR CONDOMINIUM PURPOSES

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION

LOT MATRIX

1	9,217,254	211.6	EQUESTRIAN LOT
2	685,367	15.7	WORKFORCE HOUSING
3	967,331	22.2	WORKFORCE HOUSING
4	2,047,076	47.0	COMMERCIAL
5	611,735	14.0	COMMERCIAL
6	35,599	0.8	ESTATE LOT
7	31,736	0.7	ESTATE LOT
8	27,016	0.6	ESTATE LOT
9	27,788	0.6	ESTATE LOT
10	27,788	0.6	ESTATE LOT
11	28,048	0.6	ESTATE LOT
12	28,647	0.7	ESTATE LOT
13	29,218	0.7	ESTATE LOT
14	27,345	0.6	ESTATE LOT
15	27,104	0.6	ESTATE LOT
16	29,658	0.7	ESTATE LOT
17	30,104	0.7	ESTATE LOT
18	30,104	0.7	ESTATE LOT
19	29,658	0.7	ESTATE LOT
20	30,176	0.7	ESTATE LOT
21	26,798	0.6	ESTATE LOT
22	28,146	0.6	ESTATE LOT
23	27,622	0.6	ESTATE LOT
24	27,066	0.6	ESTATE LOT
25	26,753	0.6	ESTATE LOT
26	29,514	0.7	ESTATE LOT
27	32,278	0.7	ESTATE LOT
28	34,077	0.8	ESTATE LOT
29	35,151	0.8	ESTATE LOT
30	37,925	0.9	ESTATE LOT
31	33,825	0.8	ESTATE LOT
32	34,861	0.8	ESTATE LOT
33	35,932	0.8	ESTATE LOT
34	32,807	0.8	ESTATE LOT
35	32,724	0.8	ESTATE LOT
36	32,151	0.7	ESTATE LOT
37	31,498	0.7	ESTATE LOT
38	29,164	0.7	ESTATE LOT
39	31,802	0.7	ESTATE LOT
40	30,010	0.7	ESTATE LOT
41	29,976	0.7	ESTATE LOT
42	30,872	0.7	ESTATE LOT
43	28,194	0.6	ESTATE LOT
44	30,427	0.7	ESTATE LOT
45	31,080	0.7	ESTATE LOT
46	31,653	0.7	ESTATE LOT
47	31,735	0.7	ESTATE LOT
48	34,711	0.8	ESTATE LOT
49	33,300	0.8	ESTATE LOT
50	32,383	0.7	ESTATE LOT
51	45,460	1.0	ESTATE LOT
52	57,902	1.3	ESTATE LOT
53	40,322	0.9	ESTATE LOT
54	43,646	1.0	ESTATE LOT
55	43,960	1.0	ESTATE LOT
56	40,192	0.9	ESTATE LOT
57	40,192	0.9	ESTATE LOT
58	40,192	0.9	ESTATE LOT
59	40,192	0.9	ESTATE LOT
60	37,582	0.9	ESTATE LOT
61	36,633	0.8	ESTATE LOT
62	38,623	0.9	ESTATE LOT
63	38,572	0.9	ESTATE LOT
64	35,680	0.8	ESTATE LOT
65	36,508	0.8	ESTATE LOT
66	39,120	0.9	ESTATE LOT
67	39,120	0.9	ESTATE LOT
68	39,120	0.9	ESTATE LOT
69	39,120	0.9	ESTATE LOT
70	42,846	1.0	ESTATE LOT
71	42,375	1.0	ESTATE LOT
72	33,218	0.8	ESTATE LOT
73	39,911	0.9	ESTATE LOT
74	63,493	1.5	ESTATE LOT
75	39,380	0.9	ESTATE LOT
76	51,282	1.2	ESTATE LOT
77	61,568	1.4	ESTATE LOT
78	62,437	1.4	ESTATE LOT
79	60,274	1.4	ESTATE LOT
80	55,047	1.3	ESTATE LOT
81	42,650	1.0	ESTATE LOT
82	37,739	0.9	ESTATE LOT
83	41,744	1.0	ESTATE LOT
84	41,863	1.0	ESTATE LOT
85	38,136	0.9	ESTATE LOT
86	43,122	1.0	ESTATE LOT
87	54,997	1.3	ESTATE LOT
88	59,847	1.4	ESTATE LOT
89	61,831	1.4	ESTATE LOT
90	60,976	1.4	ESTATE LOT
91	50,847	1.2	ESTATE LOT
92	39,491	0.9	ESTATE LOT
93	58,275	1.3	ESTATE LOT
94	93,066	2.1	ESTATE LOT
95	86,445	2.0	ESTATE LOT
96	86,267	2.0	ESTATE LOT
97	85,790	2.0	ESTATE LOT
98	85,683	2.0	ESTATE LOT
99	86,769	2.0	ESTATE LOT
100	86,581	2.0	ESTATE LOT
101	86,341	2.0	ESTATE LOT
102	85,996	2.0	ESTATE LOT
103	85,149	2.0	ESTATE LOT
104	117,279	2.7	ESTATE LOT
105	117,298	2.7	ESTATE LOT
106	85,750	2.0	ESTATE LOT
107	86,503	2.0	ESTATE LOT
108	86,426	2.0	ESTATE LOT
109	86,132	2.0	ESTATE LOT
110	86,354	2.0	ESTATE LOT
111	85,900	2.0	ESTATE LOT
112	85,193	2.0	ESTATE LOT
113	85,860	2.0	ESTATE LOT
114	85,621	2.0	ESTATE LOT
115	93,208	2.1	ESTATE LOT
116	34,142	0.8	CONDOMINIUM LOT
117	11,824	0.3	SINGLE FAMILY DETACHED
118	11,824	0.3	SINGLE FAMILY DETACHED
119	10,399	0.2	SINGLE FAMILY DETACHED
120	7,586	0.2	SINGLE FAMILY DETACHED
121	7,432	0.2	SINGLE FAMILY DETACHED
122	7,432	0.2	SINGLE FAMILY DETACHED
123	7,432	0.2	SINGLE FAMILY DETACHED
124	7,443	0.2	SINGLE FAMILY DETACHED
125	7,525	0.2	SINGLE FAMILY DETACHED
126	7,703	0.2	SINGLE FAMILY DETACHED
127	7,870	0.2	SINGLE FAMILY DETACHED
128	9,145	0.2	SINGLE FAMILY DETACHED
129	7,717	0.2	SINGLE FAMILY DETACHED
130	7,350	0.2	SINGLE FAMILY DETACHED
131	7,455	0.2	SINGLE FAMILY DETACHED
132	7,665	0.2	SINGLE FAMILY DETACHED
133	7,665	0.2	SINGLE FAMILY DETACHED
134	7,455	0.2	SINGLE FAMILY DETACHED
135	7,350	0.2	SINGLE FAMILY DETACHED
136	7,665	0.2	SINGLE FAMILY DETACHED
137	7,665	0.2	SINGLE FAMILY DETACHED
138	7,350	0.2	SINGLE FAMILY DETACHED
139	7,455	0.2	SINGLE FAMILY DETACHED
140	7,665	0.2	SINGLE FAMILY DETACHED
141	7,875	0.2	SINGLE FAMILY DETACHED
142	7,455	0.2	SINGLE FAMILY DETACHED
143	7,612	0.2	SINGLE FAMILY DETACHED
144	7,875	0.2	SINGLE FAMILY DETACHED
145	11,733	0.3	SINGLE FAMILY DETACHED
146	10,554	0.2	SINGLE FAMILY DETACHED
147	7,365	0.2	SINGLE FAMILY DETACHED
148	8,461	0.2	SINGLE FAMILY DETACHED
149	11,934	0.3	SINGLE FAMILY DETACHED
150	7,389	0.2	SINGLE FAMILY DETACHED
151	9,038	0.2	SINGLE FAMILY DETACHED
152	11,036	0.3	SINGLE FAMILY DETACHED
153	9,869	0.2	SINGLE FAMILY DETACHED
154	8,984	0.2	SINGLE FAMILY DETACHED
155	11,642	0.3	SINGLE FAMILY DETACHED
156	9,161	0.2	SINGLE FAMILY DETACHED
157	8,691	0.2	SINGLE FAMILY DETACHED
158	9,417	0.2	SINGLE FAMILY DETACHED
159	10,736	0.2	SINGLE FAMILY DETACHED
160	8,762	0.2	SINGLE FAMILY DETACHED
161	8,329	0.2	SINGLE FAMILY DETACHED
162	8,738	0.2	SINGLE FAMILY DETACHED
163	8,962	0.2	SINGLE FAMILY DETACHED
164	8,713	0.2	SINGLE FAMILY DETACHED
165	8,658	0.2	SINGLE FAMILY DETACHED
166	11,024	0.3	SINGLE FAMILY DETACHED
167	8,861	0.2	SINGLE FAMILY DETACHED
168	8,928	0.2	SINGLE FAMILY DETACHED
169	9,595	0.2	SINGLE FAMILY DETACHED
170	8,049	0.2	SINGLE FAMILY DETACHED
171	10,197	0.2	SINGLE FAMILY DETACHED
172	7,511	0.2	SINGLE FAMILY DETACHED
173	7,448	0.2	SINGLE FAMILY DETACHED
174	7,448	0.2	SINGLE FAMILY DETACHED
175	10,119	0.2	SINGLE FAMILY DETACHED
176	9,778	0.2	SINGLE FAMILY DETACHED
177	7,499	0.2	SINGLE FAMILY DETACHED
178	8,449	0.2	SINGLE FAMILY DETACHED
179	7,556	0.2	SINGLE FAMILY DETACHED
180	7,556	0.2	SINGLE FAMILY DETACHED
181	7,556	0.2	SINGLE FAMILY DETACHED
182	7,556	0.2	SINGLE FAMILY DETACHED
183	7,243	0.2	SINGLE FAMILY DETACHED
184	8,512	0.2	SINGLE FAMILY DETACHED
185	11,891	0.3	SINGLE FAMILY DETACHED
186	9,442	0.2	SINGLE FAMILY DETACHED
187	8,329	0.2	SINGLE FAMILY DETACHED
188	7,795	0.2	SINGLE FAMILY DETACHED
189	7,509	0.2	SINGLE FAMILY DETACHED
190	8,048	0.2	SINGLE FAMILY DETACHED
191	10,304	0.2	SINGLE FAMILY DETACHED
192	11,384	0.3	SINGLE FAMILY DETACHED
193	8,431	0.2	SINGLE FAMILY DETACHED
194	8,192	0.2	SINGLE FAMILY DETACHED
195	7,808	0.2	SINGLE FAMILY DETACHED
196	7,580	0.2	SINGLE FAMILY DETACHED
197	7,687	0.2	SINGLE FAMILY DETACHED
198	10,204	0.2	SINGLE FAMILY DETACHED
199	10,465	0.2	SINGLE FAMILY DETACHED
200	9,047	0.2	SINGLE FAMILY DETACHED
201	9,079	0.2	SINGLE FAMILY DETACHED
202	8,777	0.2	SINGLE FAMILY DETACHED
203	8,417	0.2	SINGLE FAMILY DETACHED
204	8,221	0.2	SINGLE FAMILY DETACHED
205	9,959	0.2	SINGLE FAMILY DETACHED
206	9,369	0.2	SINGLE FAMILY DETACHED
207	8,050	0.2	SINGLE FAMILY DETACHED
208	8,050	0.2	SINGLE FAMILY DETACHED
209	8,050	0.2	SINGLE FAMILY DETACHED
210	8,050	0.2	SINGLE FAMILY DETACHED
211	8,050	0.2	SINGLE FAMILY DETACHED
212	9,133	0.2	SINGLE FAMILY DETACHED
213	82,940	1.9	CONDOMINIUM LOT
214	10,450	0.2	SINGLE FAMILY DETACHED
215	7,888	0.2	SINGLE FAMILY DETACHED
216	9,234	0.2	SINGLE FAMILY DETACHED
217	9,815	0.2	SINGLE FAMILY DETACHED
218	8,101	0.2	SINGLE FAMILY DETACHED
219	10,720	0.2	SINGLE FAMILY DETACHED
220	13,338	0.3	SINGLE FAMILY DETACHED
221	8,755	0.2	SINGLE FAMILY DETACHED
222	10,074	0.2	SINGLE FAMILY DETACHED
223	11,426	0.3	SINGLE FAMILY DETACHED
224	8,740	0.2	SINGLE FAMILY DETACHED
225	12,838	0.3	SINGLE FAMILY DETACHED
226	11,907	0.3	SINGLE FAMILY DETACHED
227	8,944	0.2	SINGLE FAMILY DETACHED
228	10,093	0.2	SINGLE FAMILY DETACHED
229	10,093	0.2	SINGLE FAMILY DETACHED
230	8,944	0.2	SINGLE FAMILY DETACHED
231	11,910	0.3	SINGLE FAMILY DETACHED
232	10,909	0.3	SINGLE FAMILY DETACHED
233	8,119	0.2	SINGLE FAMILY DETACHED
234	9,481	0.2	SINGLE FAMILY DETACHED
235	9,667	0.2	SINGLE FAMILY DETACHED
236	8,119	0.2	SINGLE FAMILY DETACHED
237	10,647	0.2	SINGLE FAMILY DETACHED
238	137,531	3.2	CONDOMINIUM LOT
239	8,932	0.2	CONDOMINIUM LOT
240	51,426	1.2	CONDOMINIUM LOT
241	43,611	1.0	CONDOMINIUM LOT
242	122,570	2.8	CONDOMINIUM LOT
243	9,088	0.2	SINGLE FAMILY DETACHED
244	7,921	0.2	SINGLE FAMILY DETACHED
245	7,934	0.2	SINGLE FAMILY DETACHED
246	7,934	0.2	SINGLE FAMILY DETACHED
247	9,138	0.2	SINGLE FAMILY DETACHED
248	9,871	0.2	SINGLE FAMILY DETACHED
249	7,744	0.2	SINGLE FAMILY DETACHED
250	7,509	0.2	SINGLE FAMILY DETACHED
251	7,383	0.2	SINGLE FAMILY DETACHED
252	8,308	0.2	SINGLE FAMILY DETACHED
253	69,653	1.6	CONDOMINIUM LOT
254	31,445	0.7	CONDOMINIUM LOT
255	9,410	0.2	SINGLE FAMILY DETACHED
256	9,415	0.2	SINGLE FAMILY DETACHED
257	9,377	0.2	SINGLE FAMILY DETACHED
258	9,232	0.2	SINGLE FAMILY DETACHED
259	8,984	0.2	SINGLE FAMILY DETACHED
260	9,916	0.2	SINGLE FAMILY DETACHED
261	10,314	0.2	SINGLE FAMILY DETACHED
262	9,138	0.2	SINGLE FAMILY DETACHED
263	9,138	0.2	SINGLE FAMILY DETACHED
264	9,133	0.2	SINGLE FAMILY DETACHED
265	9,015	0.2	SINGLE FAMILY DETACHED
266	8,673	0.2	SINGLE FAMILY DETACHED
267	71,303	1.6	CONDOMINIUM LOT
268	8,021	0.2	SINGLE FAMILY DETACHED
269	7,743	0.2	SINGLE FAMILY DETACHED
270	7,455	0.2	SINGLE FAMILY DETACHED
271	7,350	0.2	SINGLE FAMILY DETACHED
272	7,665	0.2	SINGLE FAMILY DETACHED
273	7,665	0.2	SINGLE FAMILY DETACHED
274	7,455	0.2	SINGLE FAMILY DETACHED
275	7,350	0.2	SINGLE FAMILY DETACHED
276	7,665	0.2	SINGLE FAMILY DETACHED
277	10,292	0.2	SINGLE FAMILY DETACHED
278	8,048	0.2	SINGLE FAMILY DETACHED
279	9,325	0.2	SINGLE FAMILY DETACHED
280	8,258	0.2	SINGLE FAMILY DETACHED
281	7,875	0.2	SINGLE FAMILY DETACHED
282	8,274	0.2	SINGLE FAMILY DETACHED
283	10,199	0.2	SINGLE FAMILY DETACHED
284	9,965	0.2	SINGLE FAMILY DETACHED
285	8,637	0.2	SINGLE FAMILY DETACHED
286	8,354	0.2	SINGLE FAMILY DETACHED
287	417,479	9.6	OPEN SPACE & PEDESTRIAN ACCESS LOT
288	70,618	1.6	OPEN SPACE
289	84,574	1.9	OPEN SPACE
290	131,849	3.0	OPEN SPACE
291	59,910	1.4	OPEN SPACE
292	1,600	0.0	OPEN SPACE
293	51,305	1.2	OPEN SPACE
294	147,353	3.4	OPEN SPACE
295	13,288	0.3	OPEN SPACE
296	91,711	2.1	OPEN SPACE
297	133,601	3.1	OPEN SPACE
298	265,947	6.1	OPEN SPACE / RETENTION
299	85,684	2.0	OPEN SPACE / RETENTION
300	89,935	2.1	OPEN SPACE / RETENTION
301	30,807	0.7	OPEN SPACE
302	375,599	8.6	AMENITY CENTER
303	74,212	1.7	OPEN SPACE
304	191,273	4.4	OPEN SPACE / RETENTION
305	30,810	0.7	OPEN SPACE
306	86,358	2.0	OPEN SPACE / RETENTION
307	89,935	2.1	OPEN SPACE / RETENTION
308	23,573	0.5	OPEN SPACE
309	15,964	0.4	OPEN SPACE
310	21,521	0.5	OPEN SPACE
311	5,754	0.1	OPEN SPACE
312	11,521	0.3	OPEN SPACE
313	7,677	0.2	OPEN SPACE
314	45,841	1.1	OPEN SPACE / RETENTION
315	13,502	0.3	OPEN SPACE
316	43,184	1.0	OPEN SPACE
317	25,422	0.6	OPEN SPACE
318	64,675	1.5	OPEN SPACE
319	3,045	0.1	GATED EMERGENCY VEHICLE ACCESS
320	3,123	0.1	OPEN SPACE
321	2,310	0.1	OPEN SPACE
322	1,089	0.0	OPEN SPACE
323	139,830	3.2	OPEN SPACE
324	1,155	0.0	OPEN SPACE
325	2,640	0.1	OPEN SPACE
326	2,409	0.1	OPEN SPACE
327	2,409	0.1	OPEN SPACE
328	1,090	0.0	OPEN SPACE
329	32,455	0.7	WELL SITE
330	32,622	0.7	WELL SITE
331	37,359	0.9	WELL SITE
332	44,083	1.0	WELL SITE
333	32,760	0.8	WELL SITE
334	101,678	2.3	I.I.D. SUBSTATION
LOT 'A'	50,247	1.2	STREET "A"
LOT 'B'	358,799	8.2	STREET "B"
LOT 'C'	104,813	2.4	STREET "C"
LOT 'D'	112,097	2.6	STREET "D"
LOT 'E'	24,475	0.6	PORTION OF STREET "E"
LOT 'F'	245,307	5.6	STREET "G"
LOT 'G'	29,305	0.7	PORTION OF STREET "E"
LOT 'H'	105,245	2.4	STREET "H"
LOT 'I'	22,078	0.5	PORTION OF STREET "F"
LOT 'J	26,285	0.6	PORTION OF STREET "F"
LOT 'K'	113,299	2.6	STREET "I"
LOT 'L'	22,397	0.5	PORTION OF STREET "J"
LOT 'M'	25,807	0.6	PORTION OF STREET "J"
LOT 'N'	105,340	2.4	STREET "L"
LOT 'O'	24,817	0.6	PORTION OF STREET "K"
LOT 'P'	28,704	0.7	PORTION OF STREET "K"
LOT 'Q'	7,293	0.2	STREET "N"
LOT 'R'	64,744	1.5	PORTION OF STREET "M"
LOT 'S'	7,062	0.2	STREET "O"
LOT 'T'	10,056	0.2	PORTION OF STREET "P"
LOT 'U'	89,875	2.1	STREET "O"
LOT 'V'	19,952	0.5	PORTION OF STREET "P"
LOT 'W'	10,981	0.3	PORTION OF STREET "P"
LOT 'X'	6,831	0.2	STREET "R"
LOT 'Y'	10,647	0.2	STREET "S"
LOT 'Z'	78,681	1.8	STREET "T"
LOT 'AA'	7,211	0.2	STREET "U"
LOT 'AB'	10,481	0.2	PORTION OF STREET "V"
LOT 'AC'	9,399	0.2	PORTION OF STREET "V"
LOT 'AD'	10,228	0.2	PORTION OF STREET "V"
LOT 'AE'	6,344	0.1	PORTION OF STREET "M"
LOT 'AF'	19,829	0.5	PORTION OF STREET "W"
LOT 'AG'	33,113	0.8	PORTION OF STREET "W"
LOT 'AH'	7,227	0.2	STREET "X"
LOT 'AI'	10,037	0.2	PORTION OF STREET "Y"
LOT 'AJ	9,988	0.2	PORTION OF STREET "Y"
LOT 'AK'	10,018	0.2	PORTION OF STREET "Y"
LOT 'AL'	6,573	0.2	PORTION OF STREET "Z"
LOT 'AM'	35,823	0.8	PORTION OF STREET "Z"
LOT 'AN'	14,806	0.3	STREET "AA"
LOT 'AO'	10,094	0.2	STREET "AB"
LOT 'AP'	12,187	0.3	PORTION OF STREET "AC"
LOT 'AQ'	9,155	0.2	PORTION OF STREET "AC"
LOT 'AR'	8,427	0.2	STREET "AD"
LOT 'AS'	26,240	0.6	STREET "AE"
LOT 'AT'	31,649	0.7	PORTION OF STREET "AF"
LOT 'AU'	76,461	1.8	PORTION OF STREET "AG"
LOT 'AV'	61,792	1.4	PORTION OF STREET "AG"
LOT 'AW'	70,522	1.6	PORTION OF STREET "AG"
LOT 'AX'	92,075	2.1	PORTION OF STREET "AG"
LOT 'AY'	310,679	7.1	HARRISON STREET PUBLIC R/W DEDICATION
LOT 'AZ'	413,464	9.5	62 AVENUE PUBLIC R/W DEDICATION
LOT 'BA'	131,934	3.0	TYLER STREET PUBLIC R/W DEDICATION

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THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 38578

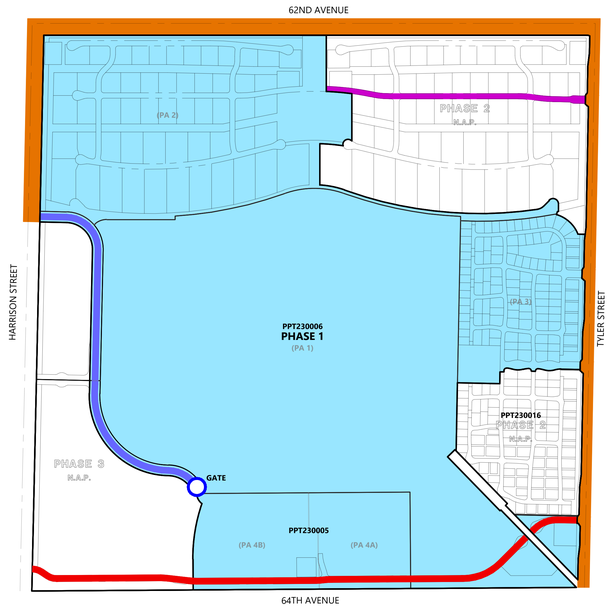
PROPOSED FINAL MAP AND PERIMETER IMPROVEMENT PHASING

EXHIBIT DATE: SEPTEMBER 16, 2025

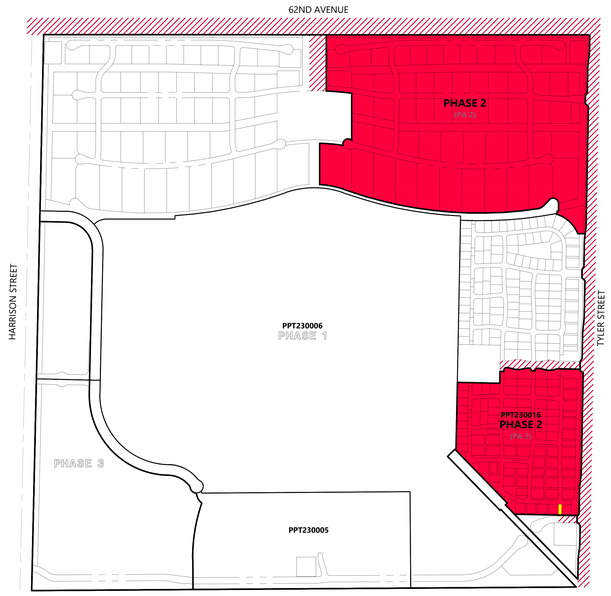
REVISIONS

NO.	DATE	DESCRIPTION

NOTE 1. THE PHASE LINES SHOWN WILL BE THE BOUNDARY FOR THE PHASE OF THE FINAL MAP.



PHASE 1 LEGEND	
	PHASE 1 FINAL MAP
	STREET "B": ON-SITE STREET IMPROVEMENT (PRIVATE WITH PUBLIC ACCESS)
	STREET "AF & "AG": ON-SITE STREET IMPROVEMENT (PRIVATE WITH PUBLIC ACCESS)
	ON-SITE STREET IMPROVEMENT (SECONDARY ACCESS)
	OFF-SITE STREET IMPROVEMENT (PUBLIC)
	PRIVATE GATE



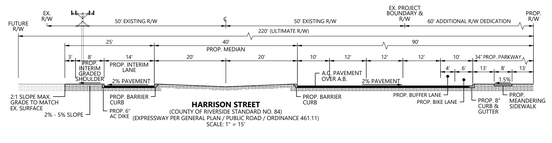
PHASE 2 LEGEND	
	PHASE 2 FINAL MAP (NO OFF-SITE IMPROVEMENTS)
	ON-SITE STREET IMPROVEMENT (EMERGENCY ACCESS)
	ADDITIONAL OFF-SITE IMPROVEMENTS IF BUILT AS PHASE 1



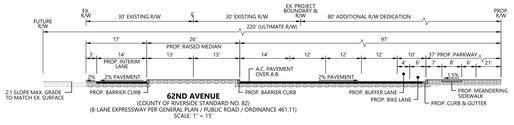
PHASE 3 LEGEND	
	PHASE 3 FINAL MAP
	STREET "A": ON-SITE STREET IMPROVEMENT (PRIVATE WITH PUBLIC ACCESS)
	OFF-SITE STREET IMPROVEMENT (PUBLIC)
	ADDITIONAL OFF-SITE IMPROVEMENTS IF BUILT AS PHASE 1

PHASE 1 STREET SECTIONS

OFF-SITE



HARRISON STREET
(COUNTY OF RIVERSIDE STANDARD NO. 84)
(EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'



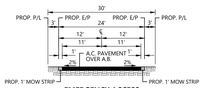
62ND AVENUE
(COUNTY OF RIVERSIDE STANDARD NO. 82)
(8-LANE EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'



TYLER STREET
(COUNTY OF RIVERSIDE STANDARD NO. 94)
(SECONDARY HIGHWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'

PHASE 2 STREET SECTIONS

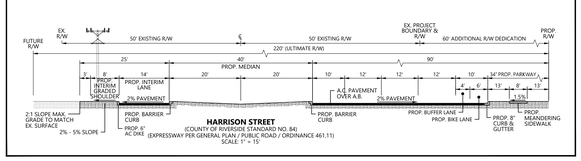
ON-SITE



EMERGENCY ACCESS
(ORDINANCE 461.11)
SCALE: 1" = 15'

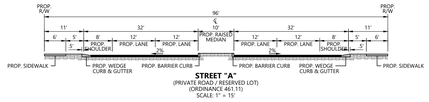
PHASE 3 STREET SECTIONS

OFF-SITE

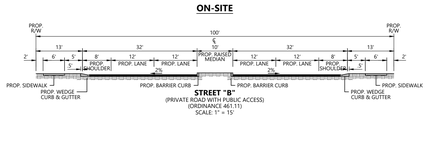


HARRISON STREET
(COUNTY OF RIVERSIDE STANDARD NO. 84)
(EXPRESSWAY PER GENERAL PLAN / PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'

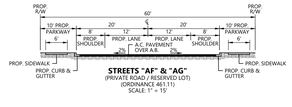
ON-SITE



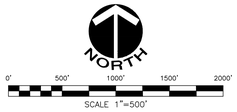
STREET "A"
(PRIVATE ROAD / RESERVED LOT)
(ORDINANCE 461.11)
SCALE: 1" = 15'



STREET "B"
(PRIVATE ROAD WITH PUBLIC ACCESS)
(ORDINANCE 461.11)
SCALE: 1" = 15'



STREETS "AF" & "AG"
(PRIVATE ROAD / RESERVED LOT)
(ORDINANCE 461.11)
SCALE: 1" = 15'



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Planning • Environmental Services • Dry Utility Coordination • GIS
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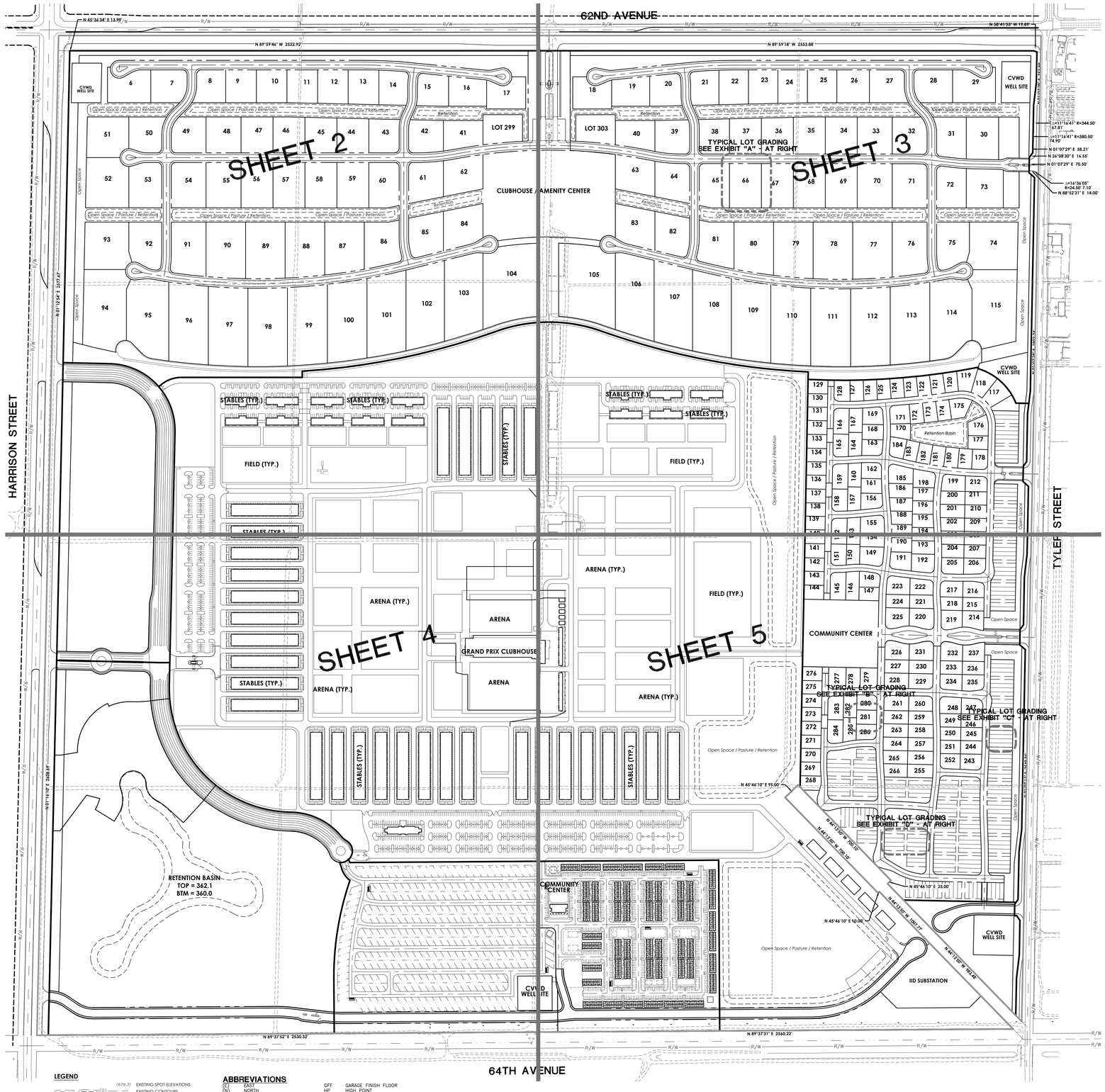


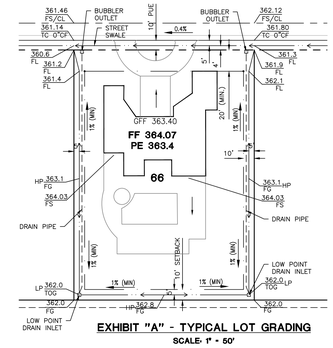


EXHIBIT "A" - TYPICAL LOT GRADING
SCALE: 1" = 50'

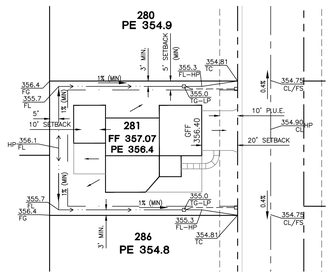


EXHIBIT "B" - TYPICAL LOT GRADING
SCALE: 1" = 30'

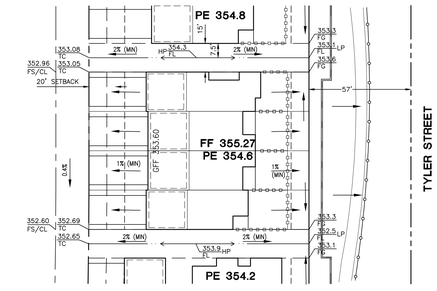


EXHIBIT "C" - TYPICAL LOT GRADING
SCALE: 1" = 30'

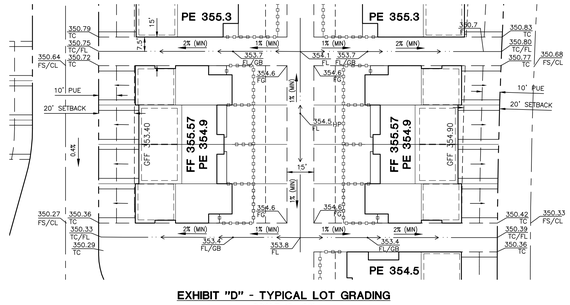


EXHIBIT "D" - TYPICAL LOT GRADING
SCALE: 1" = 30'

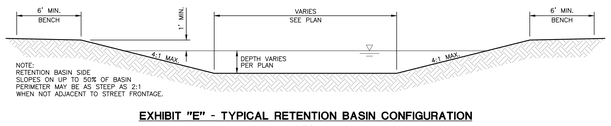
LEGEND

- EXISTING SPOT ELEVATIONS (679.3)
- EXISTING CONTOURS
- PROPOSED SITE CONTOURS
- EXISTING CABLE
- EXISTING EASEMENT
- EXISTING ELECTRIC
- EXISTING GAS
- EXISTING IRRIGATION
- EXISTING LOT LINE
- EXISTING TELEPHONE
- EXISTING OVERHEAD TELEPHONE
- EXISTING RIGHT OF WAY
- EXISTING SEWER
- EXISTING SEWER FORCE MAIN
- EXISTING WATER
- EXISTING PROJECT BOUNDARY
- PROPOSED PROJECT BOUNDARY
- PROPOSED CENTERLINE
- PROPOSED CURB
- PROPOSED EASEMENT
- PROPOSED LOT LINE
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED RESTRICTED ACCESS

ABBREVIATIONS

(E)	EAST	GFF	GARAGE FINISH FLOOR
(N)	NORTH	HP	HIGH POINT
(S)	SOUTH	LP	LOW POINT
(W)	WEST	MAX.	MAXIMUM
(NE)	NORTHEAST	M.B.	MAP BOOK
(NW)	NORTHWEST	MIN.	MINIMUM
(SE)	SOUTHEAST	NO.	NUMBER
(SW)	SOUTHWEST	N.T.S	NOT TO SCALE
ADMIN	ADMINISTRATION	O/H	OVERHEAD
AC	ASPHALT CONCRETE	OS/PP	OPEN SPACE/PARKS
AC	ACREAGE	PE	PAD ELEVATION (STREET C/L +1.5')
APN	ASSESSORS PARCEL NUMBER	PG.	PAGE
BNDRY	BOUNDARY	P/L	PROPERTY LINE
BLDG	BUILDING	PIP	PROTECT IN PLACE
C/L	CENTERLINE	PROP.	PROPOSED
C&G	CURB AND GUTTER	PUE	PUBLIC UTILITY EASEMENT
DWG.	DRAWING	R	RADIUS
DWY	DRIVEWAY	R-L	LOW DENSITY (RESIDENTIAL)
EP	EDGE OF PAVEMENT	R/W	RIGHT OF WAY
ESMT	EASEMENT	SF	SQUARE FEET
EX.	EXISTING	STD.	STANDARD
FF	FINISH FLOOR	TC	TOP OF CURB
FG	FINISH GRADE	TYP.	TYPICAL
FL	FLOWLINE	UG	UNDERGROUND
FS	FINISH SURFACE		

NORTH
0' 200' 400' 600' 800'
SCALE 1"=200'



NOTE:
RETENTION BASIN SIDE SLOPES ON UP TO 50% OF BASIN PERIMETER MAY BE AS STEEP AS 2:1 WHEN NOT ADJACENT TO STREET FRONTAGE.

EXHIBIT "E" - TYPICAL RETENTION BASIN CONFIGURATION
N.T.S.

GRADING NOTES

1. THIS PRELIMINARY GRADING PLAN INDICATES:
   - A. CONCEPTUAL GRADING AND DRAINAGE WITH Q_{100} PEAK FLOW RATES ESTABLISHED FROM THE DEVELOPED CONDITION HYDROLOGY EXHIBIT.
   - B. EXISTING TOPOGRAPHY.
   - C. PAD ELEVATIONS: FINISHED FLOOR ELEVATIONS ARE 8" ABOVE PAD ELEVATION AND ARE NOT SHOWN FOR CLARITY.
   - D. EXISTING DRAIN TILE LINES ARE 7-9 FEET BELOW EXISTING SURFACE, BASED ON AVAILABLE DRAIN TILE PLATS (SEE EXISTING CONDITION HYDROLOGY EXHIBIT IN THE PRELIMINARY HYDROLOGY REPORT). A SEPARATE PLAN WILL BE PREPARED TO SHOW ALL RELOCATED DRAIN TILE LINES AND PROTECTED-IN-PLACE LINES.
   - E. SPOT ELEVATIONS ARE SHOWN TO DEMONSTRATE MINIMUM SLOPE REQUIREMENTS ARE MET (0.35% FOR CONCRETE AND 1.0% FOR OTHER SURFACES).
   - F. ALL PARKING LOTS ARE ASPHALT PAVEMENT WITH CONCRETE CURBS AND GUTTERS TO CONVEY FLOW.
   - G. TYPICAL LOT DRAINAGE IS SHOWN ON DETAILS ON SHEET 1.
   - H. WALLS ARE NOT SHOWN ON THIS PLAN.
   - I. THE PROJECT BMPs ARE THE RETENTION BASINS CAPABLE OF RETAINING THE 100-YEAR STORM AND DEWATERING WITHIN 48 HOURS.

ESTIMATED EARTHWORK QUANTITIES

	CUT (CY)	FILL (CY)
RAW QUANTITIES	1,531,279	827,517
SUBSIDENCE	132,501	71,346
RAW ADJUSTED	1,398,778	898,863
SHRINKAGE		253,526
OVER EXCAVATION	750,843	750,843
OVER EXCAVATION SHRINKAGE		211,776
SUBTOTAL	2,149,622	2,115,009
EXPORT		34,613
TOTAL EARTHWORK	2,149,622	2,149,622

EARTHWORK FACTORS:

THE FOLLOWING FACTORS WERE USED IN THE PREPARATION OF THE EARTHWORK ANALYSIS:

SHRINKAGE:	**(19-25%)**	**22% AVG.**
SUBSIDENCE:	**(0.15-0.25)**	**0.2' AVG.**
OVER-EX.		**3'**

THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE TRACT MAP NO. 38578

SCHEDULE A SUBDIVISION

PRELIMINARY GRADING PLAN

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION

DATA TABLE

APPLICANT / LAND OWNER:	THERMAL RANCH, LLC		
ADDRESS:	19312 CANYON DRIVE VILLA PARK, CALIFORNIA 92861		
CONTACT:	JEREMY SMITH		
EXHIBIT PREPARER:	MSA CONSULTING, INC.		
ADDRESS:	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT:	PAUL DEPALATIS, AICP	**TELEPHONE:**	(760) 320-9811
SOURCE OF TOPOGRAPHY:	AEROTECH MAPPING, INC.		
ADDRESS:	200 SPECTRUM CENTER DRIVE, SUITE 300 IRVINE, CALIFORNIA 92618		
DATE OF TOPOGRAPHY:	DECEMBER 7, 2022	**TELEPHONE:**	(619) 606-5020
ASSESSOR'S PARCEL NUMBERS:	751-020-002, -003, -006, -007, -010		

PUBLIC UTILITY PURVEYORS:		
ELECTRIC:	IMPERIAL IRRIGATION DISTRICT	(760) 339-9379
GAS:	SOUTHERN CALIFORNIA GAS COMPANY	(877) 238-0092
TELEPHONE:	FRONTIER COMMUNICATIONS	(800) 921-8101
WATER:	COACHELLA VALLEY WATER DISTRICT	(760) 398-2651
CABLE:	SPECTRUM	(760) 340-2225
SEWER:	COACHELLA VALLEY WATER DISTRICT	(760) 398-2651
USA:	UNDERGROUND SERVICE ALERT	(800) 227-2600

FEMA FLOOD ZONE DESIGNATION:

ZONE "A" - WITHOUT BASE ELEVATION
ZONE "X": AREAS OF 0.2% ANNUAL CHANCE FLOOD
AS SHOWN ON RIVERSIDE COUNTY, CALIFORNIA, FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL MAP NUMBER: 06065C2910H
EFFECTIVE DATE: MARCH 6, 2018

LIQUEFACTION: HIGH LIQUEFACTION ZONE

NOTES: 1. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

EXHIBIT LEGEND

- PROPOSED BUILDING OUTLINE
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER
- PROPOSED EASEMENT
- PROPOSED LOT LINE
- PROPOSED ROW
- PROPOSED RETAINING WALL
- PROPOSED FLOWLINE
- PROPOSED RETENTION BASIN
- PROPOSED GARAGE STEP
- PROPOSED SIDEWALK
- PROPOSED SETBACK

NOTES

1. ESTATE LOTS (LOTS OVER 1/2 ACRE) WILL HAVE PADS 100' X 100' WITH ON LOT RETENTION.
2. THE PROPOSED TOP OF CURB ELEVATION IS EQUIVALENT TO THE CENTERLINE OF PAVEMENT ELEVATION.
3. EXISTING TILE DRAIN LINES TO BE EITHER PROTECTED IN PLACE OR BE REMOVED BY SEPARATE PERMIT.
4. ALL STREETS TO BE ROUGH GRADING TO 1 FOOT BELOW TOP OF PAVEMENT ELEVATION AT CENTERLINE.
5. SEE TENTATIVE TRACT MAP 38578 FOR STREET SECTIONS AND DISPOSITION OF EXISTING FACILITIES.

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 msaconsultinginc.com

COUNTY OF RIVERSIDE
TENTATIVE TRACT MAP NO. 38578
SCHEDULE A SUBDIVISION
PRELIMINARY GRADING PLAN
THERMAL RANCH

DESIGN BY	SHEET
FS/NM	1
DRAWN BY	OF
FS/NM	5
CHECK BY	
JAD	

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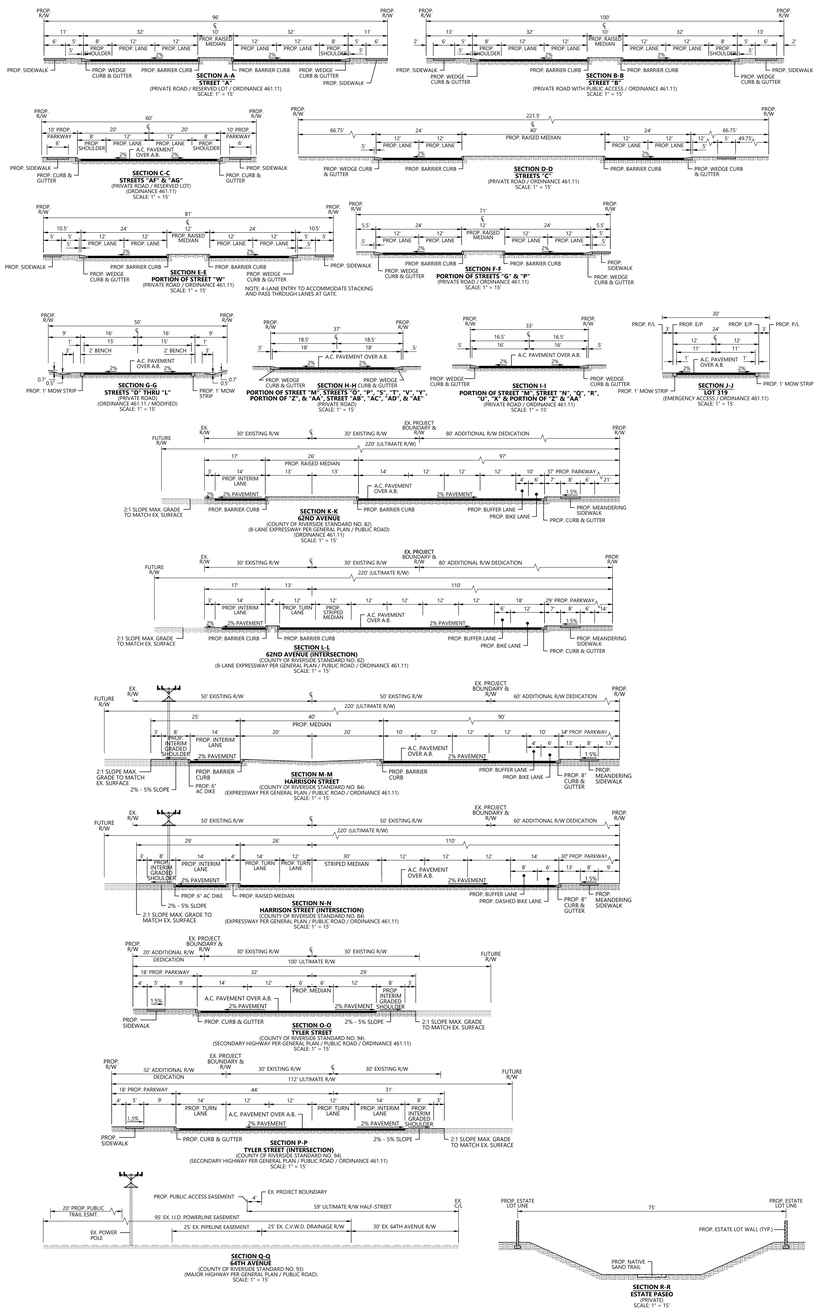

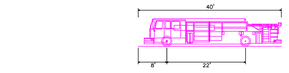

Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

FIRE APPARATUS DETAIL

FIRE TURNING LEGEND:	
	FIRE TRUCK
	FIRE TRUCK BODY
	FIRE TRUCK CHASSIS

SEPTEMBER 16, 2025

MSA CONSULTING, INC.
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COUNTY OF RIVERSIDE
TENTATIVE TRACT MAP NO. 38578
SCHEDULE A SUBDIVISION
PRELIMINARY GRADING PLAN
THERMAL RANCH

DESIGN BY	FS/NM
DRAWN BY	FS/NM
CHECK BY	JAD

SHEET 2 OF 5

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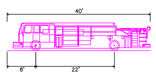

Pumper Fire Truck

Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

FIRE APPARATUS DETAIL

FIRE TURNING LEGEND:	
	FIRE TRUCK
	FIRE TRUCK BODY
	FIRE TRUCK CHASSIS

NORTH

0' 100' 200' 300' 400'

SCALE 1"=100'

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SCHEDULE A SUBDIVISION
PRELIMINARY GRADING PLAN
THERMAL RANCH

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DRAWN BY	OF
FS/NM	5
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JAD	

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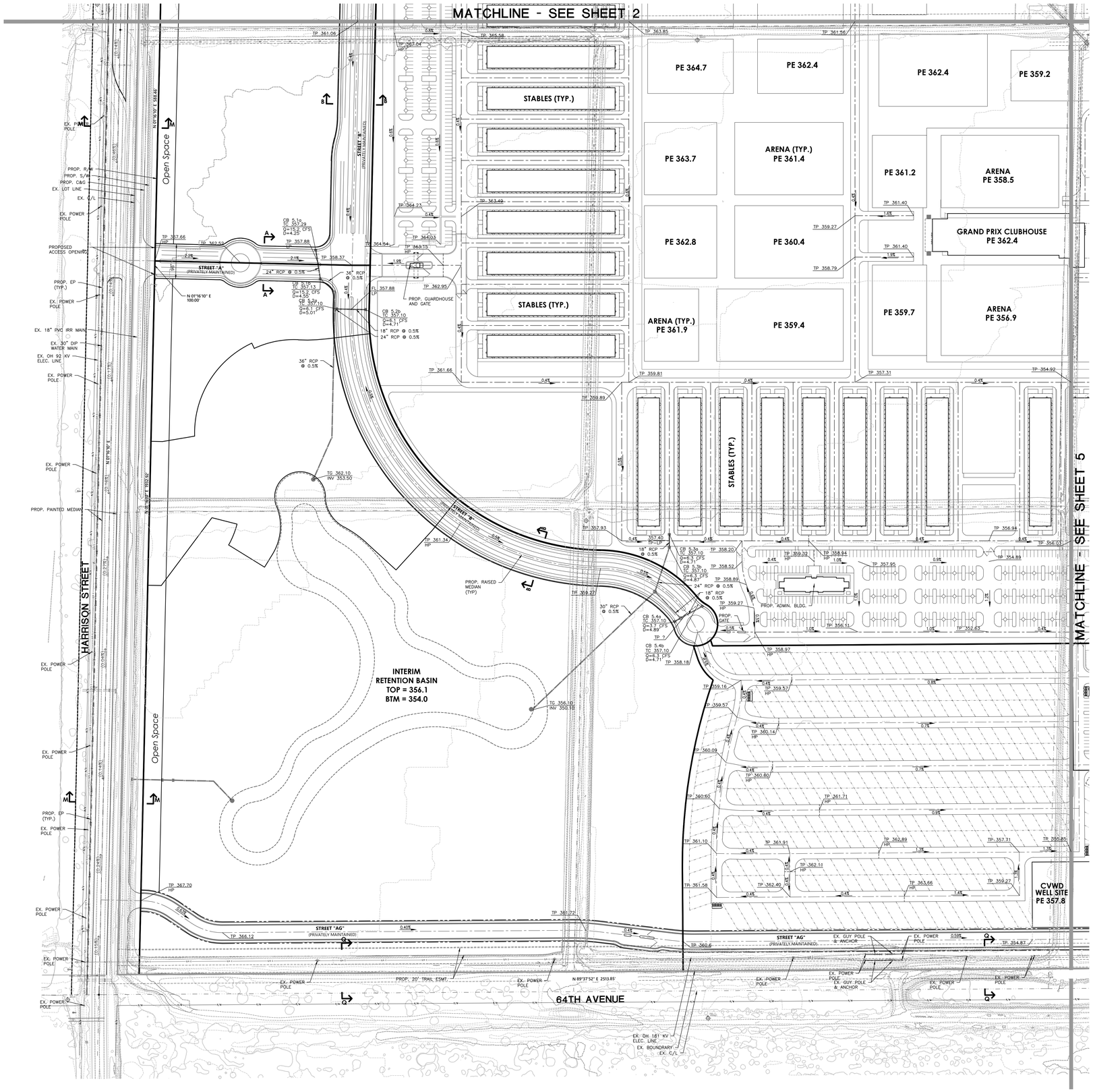

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COUNTY OF RIVERSIDE
TENTATIVE TRACT MAP NO. 38578
SCHEDULE A SUBDIVISION
PRELIMINARY GRADING PLAN
THERMAL RANCH

DESIGN BY	FS/NM
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SHEET 4 OF 5

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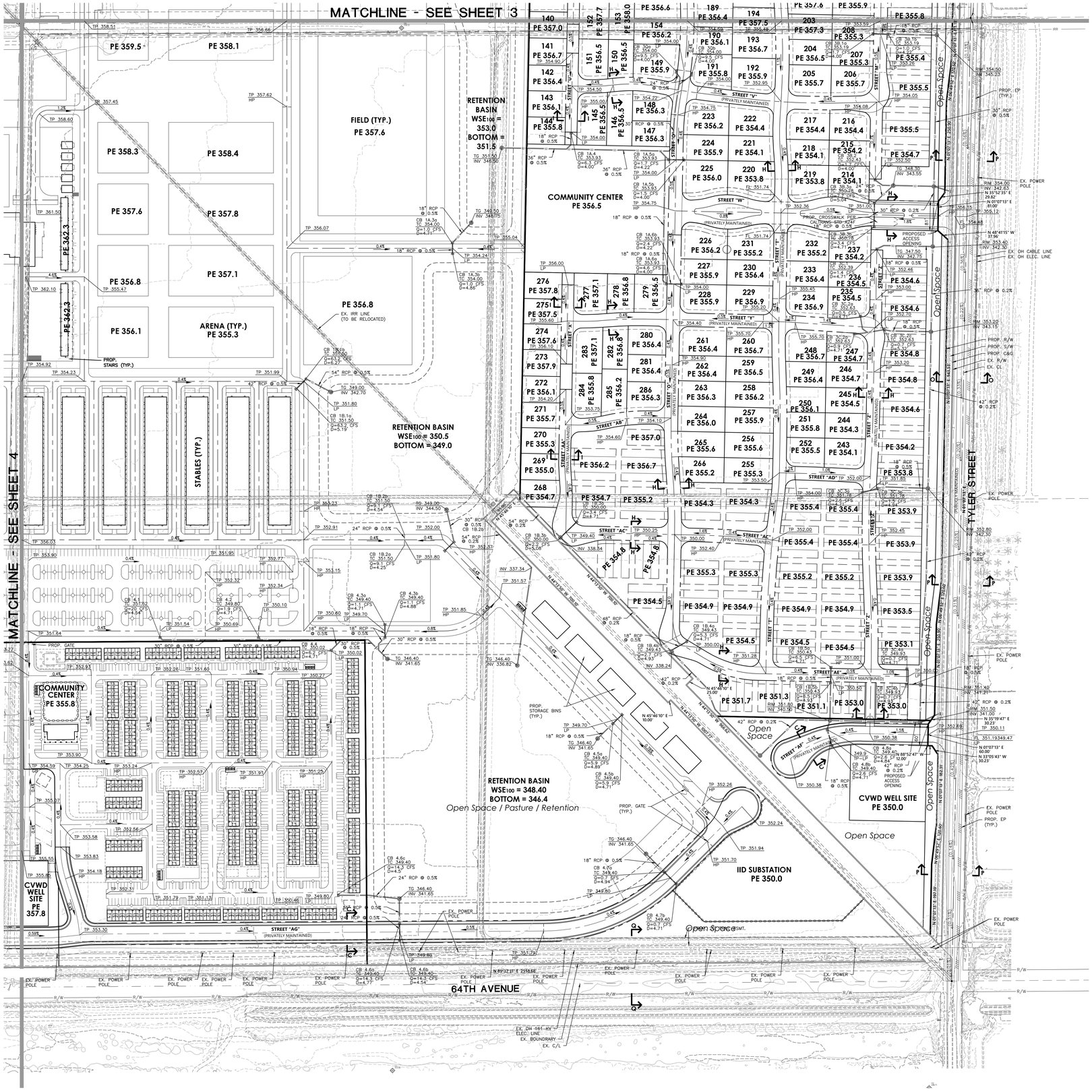

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COUNTY OF RIVERSIDE
TENTATIVE TRACT MAP NO. 38578
SCHEDULE A SUBDIVISION
PRELIMINARY GRADING PLAN
THERMAL RANCH

DESIGN BY	SHEET
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FS/NM	5
CHECK BY	
JAD	

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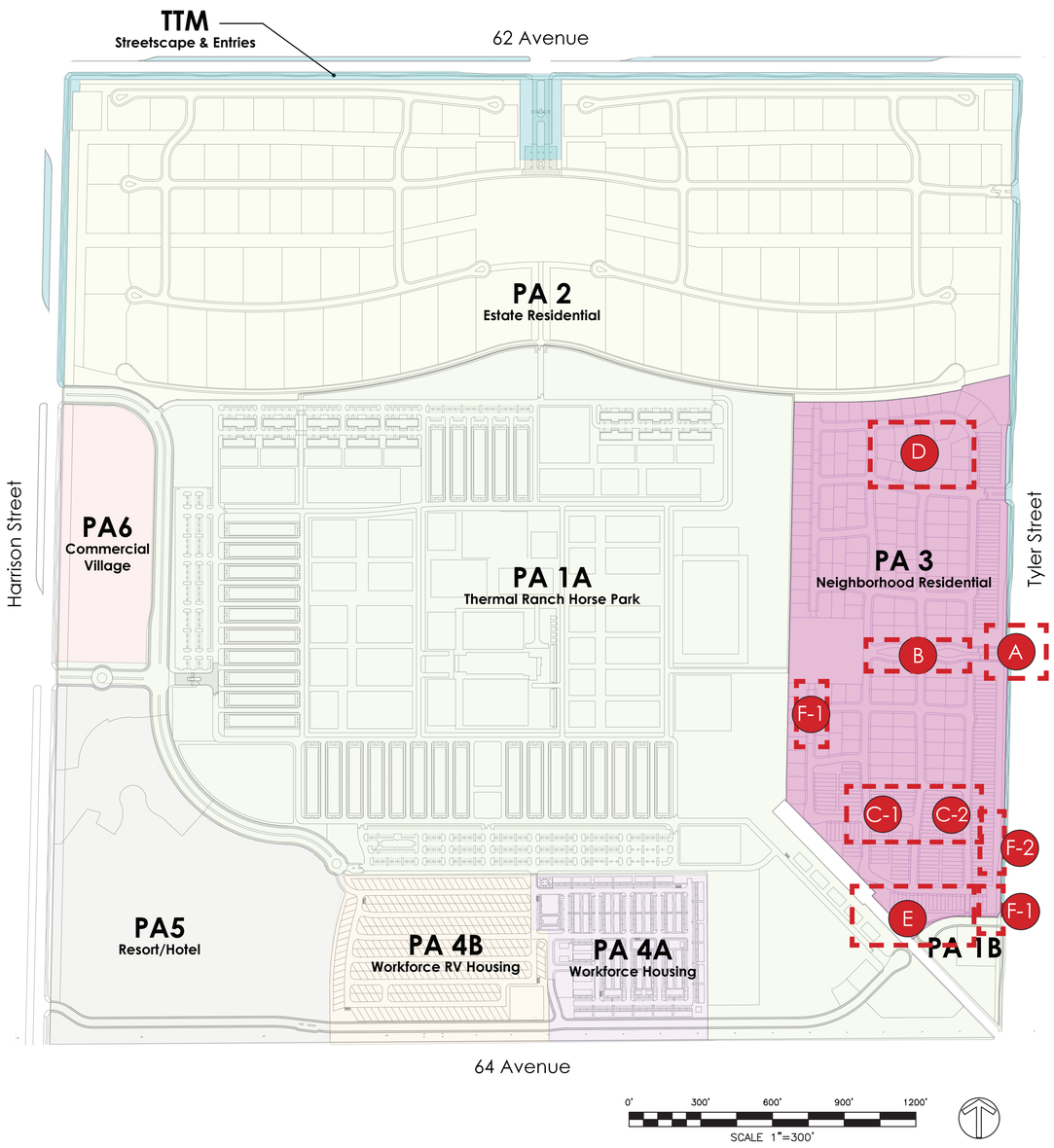

APPLICANT/LAND OWNER: THERMAL RANCH, LLC
19312 CANYON DRIVE
VILLA PARK, CALIFORNIA 92861
JEREMY SMITH 760-801-5166

LANDSCAPE ARCHITECT: MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
ROBERT PARKER 760-320-9811

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.2; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change.

Assessor's Parcel Number: 751-020-002, -003, -006, & -007

Notes per Ordinance 859.3
- Hydrozones will be properly designated. Applicant must indicate proposed method(s) of irrigation.
- No overhead irrigation allowed within 24" of non-permeable surfaces.
- Subsurface or low-volume irrigation must be used for irregularly shaped areas, or areas less than 8 feet in width.

All landscape plans shall comply with the screening and buffering Riverside County requirements.
- Evergreen plants shall be used where necessary to buffer and screen adjacent land uses.
- Landscaping shall be incorporated to soften the edges of buildings, structures, and streets in both commercial and indsutrial areas.
- Mechanical equipment and trash enclosure shall be identified and screened accordingly.
- Vines or other landscaping shall be added to fencing and walls to deter graffiti.

Proposed Maintenance Entity On-Site: Conventional Housing Maintained
Proposed Maintenance Entity Off-Site: Master Association Maintained

The project site is not located within Multiple Species Habitat Conservation Plan (MSHCP) area.

The projeict shall comply with the Thermal Design Guidelines.

Enlargement Areas

- A Primary Entry
- B Median Islands at Entry
- C-1 Common Areas Typical
- C-2 Common Areas Typical - Paseos
- D Retention Basin
- E Open Space Lot 294
- F-1 Open Space Area - Typical
- F-2 Open Space Area - Typical

REGISTERED LANDSCAPE ARCHITECT ROBERT E. PARKER JR #5219 REN: 8-31-27 STATE OF CALIFORNIA

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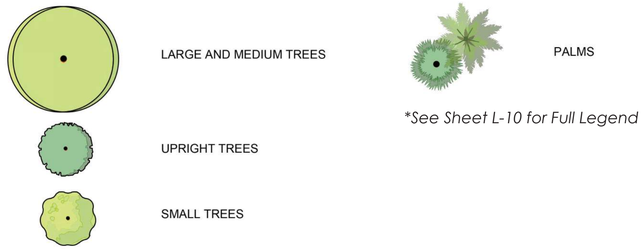
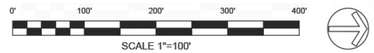
Legend

- A Primary Entry
- B Service Entry
- C CVWD Well Site
- D Gate to Horse Park
- E Fire Access
- F Retention Basin
- G Condominiums

Planting Legend



See Sheet L-10 for Full Legend



Preliminary Street Tree Counts

Area	Tree Count Required	Average Tree Count Proposed
Condominiums Lots 116, 213, 238, 239, 240, 241, 242, 253, 254, 267	1 per 60 LF	1 per 66 LF
Single Family Residential Lots	1 per Lot	1.8 per Lot
Riverside County Ordinance 460, Section 14.1		
• Street trees shall be a minimum of 60 ft. intervals along frontages or a minimum of one tree per lot frontage • On corner lots, street trees shall be required on both frontages provided such planting does not interfere with sight distances and setbacks		

Thermal Ranch Neighborhood Residential (PA3) | Overall Tree Plan

September 15, 2025 | L-2

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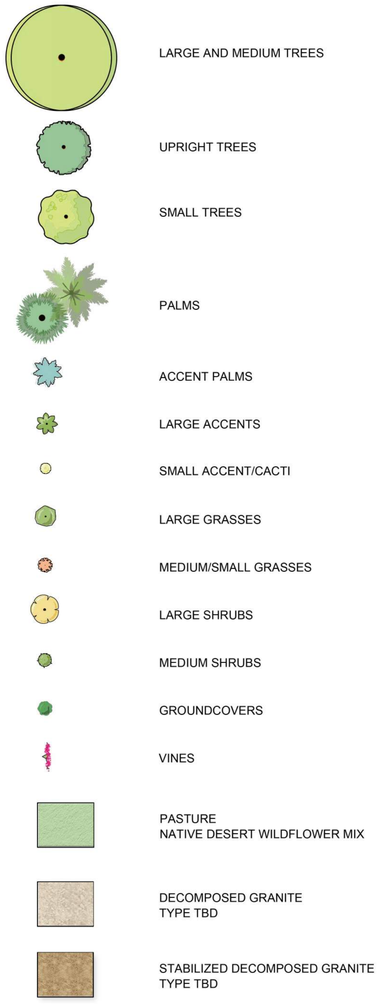
Legend

- A *Vehicular Gate*
- B Pedestrian Gate
- C *10' Paved Bike Trail*
- D *Ranch Fence*
- E *CMU Block Wall*
- F *Entry Monument*
- G *Callbox*
- H Mounded Landscaping
- I *18' Right-Of-Way*
- J *Sight Distance Line*
- K *5' Meandering Sidewalk*
- L Interior Trail

Planting Legend



**See Sheet L-10 for Full Legend*

Character Imagery



Thermal Ranch Neighborhood Residential (PA3) | Primary Entry (Area A)

September 15, 2025 | L-3

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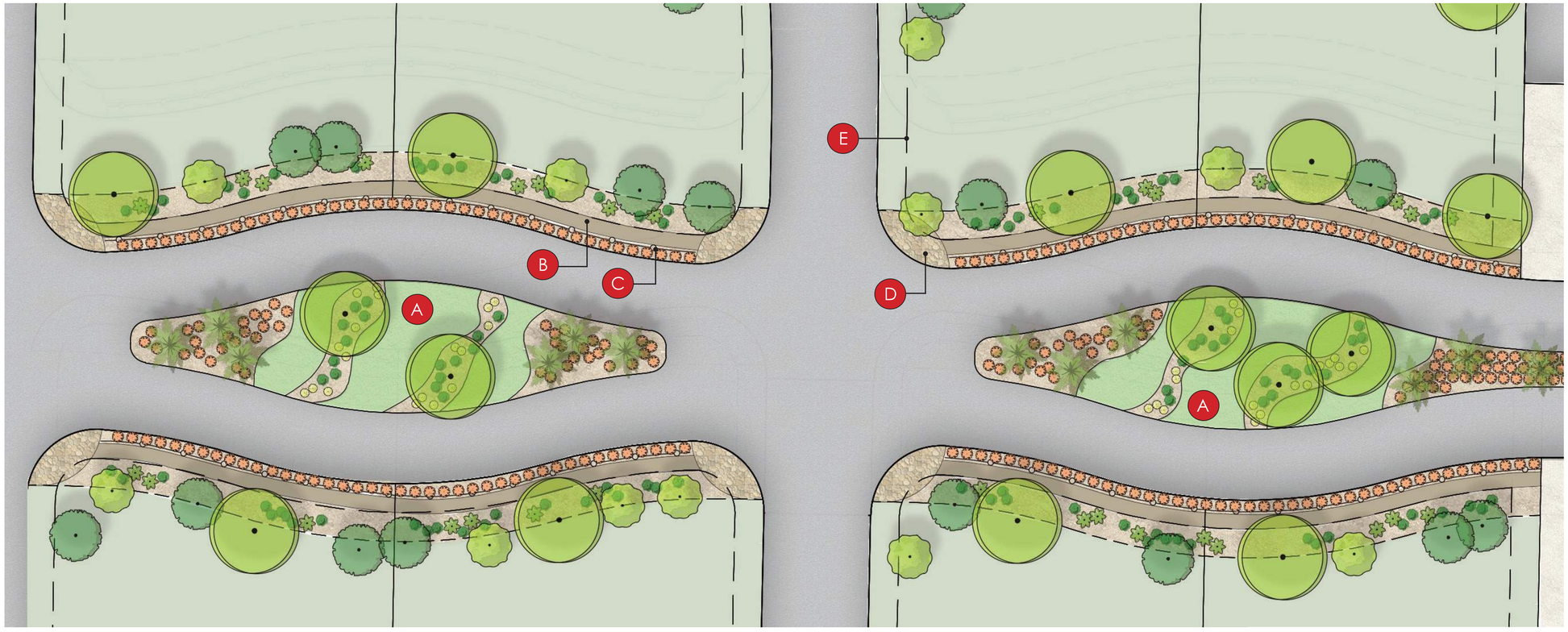


0' 20' 40' 60' 80'

SCALE 1"=20'

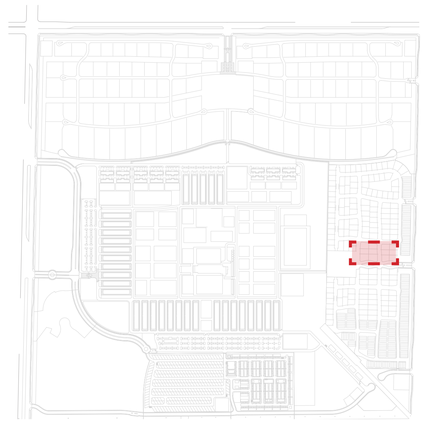
Legend

- A *Desert Wildflower Pasture*
- B *5' Sidewalk*
- C *2 Rail Ranch Fence*
- D *Enhanced Pavers*
- E *Utility Easement*

Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE TYPE TBD
- STABILIZED DECOMPOSED GRANITE TYPE TBD

**See Sheet L-10 for Full Legend*



Thermal Ranch Neighborhood Residential (PA3) | Median Islands at Entry (Area B)

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Common Areas Typical

0' 30' 60' 90' 120'
SCALE 1"=30'

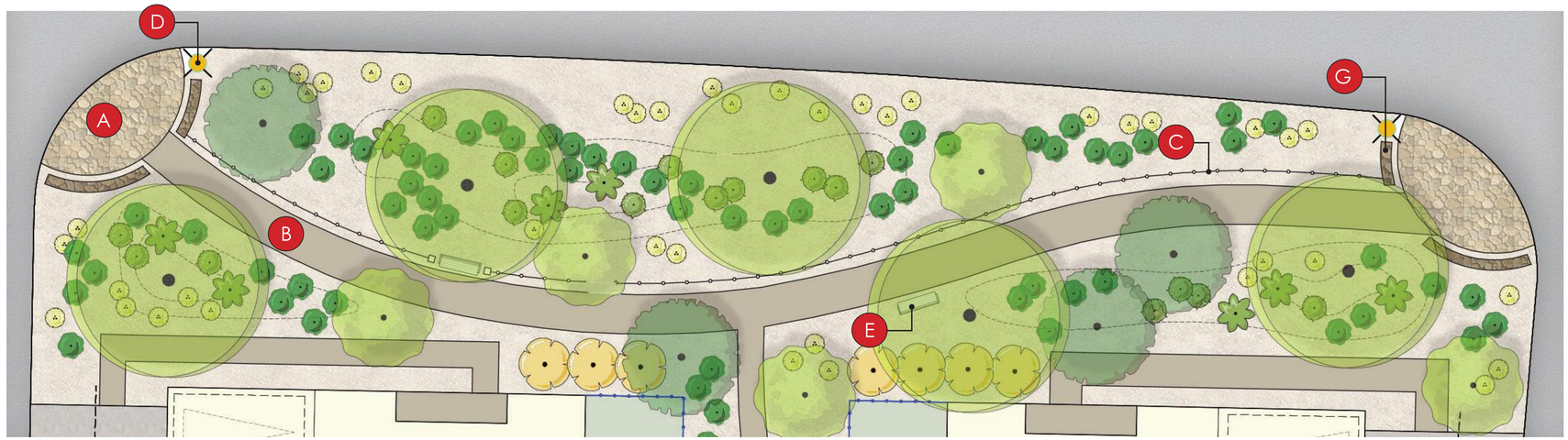
Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

*See Sheet L-10 for Full Legend

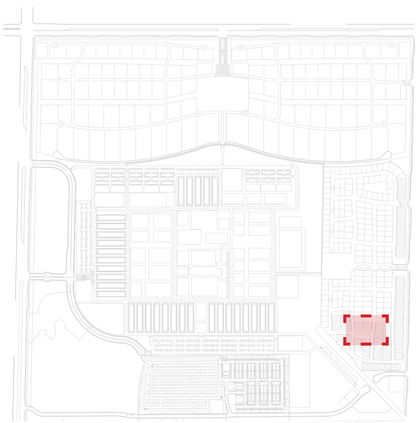
Legend

- A *Enhanced Pavers*
- B *Sidewalk*
- C *2 Rail Ranch Fence*
- D *Solar Bollard*
- E *Benches*
- F *3' - 4' View Fence*
- G *Low Stone Wall*



Common Areas Enlargement

0' 10' 20' 30' 40'
SCALE 1"=10'



Thermal Ranch Neighborhood Residential (PA3) | Common Areas Typical (Area C-1)

September 15, 2025 | L- 5

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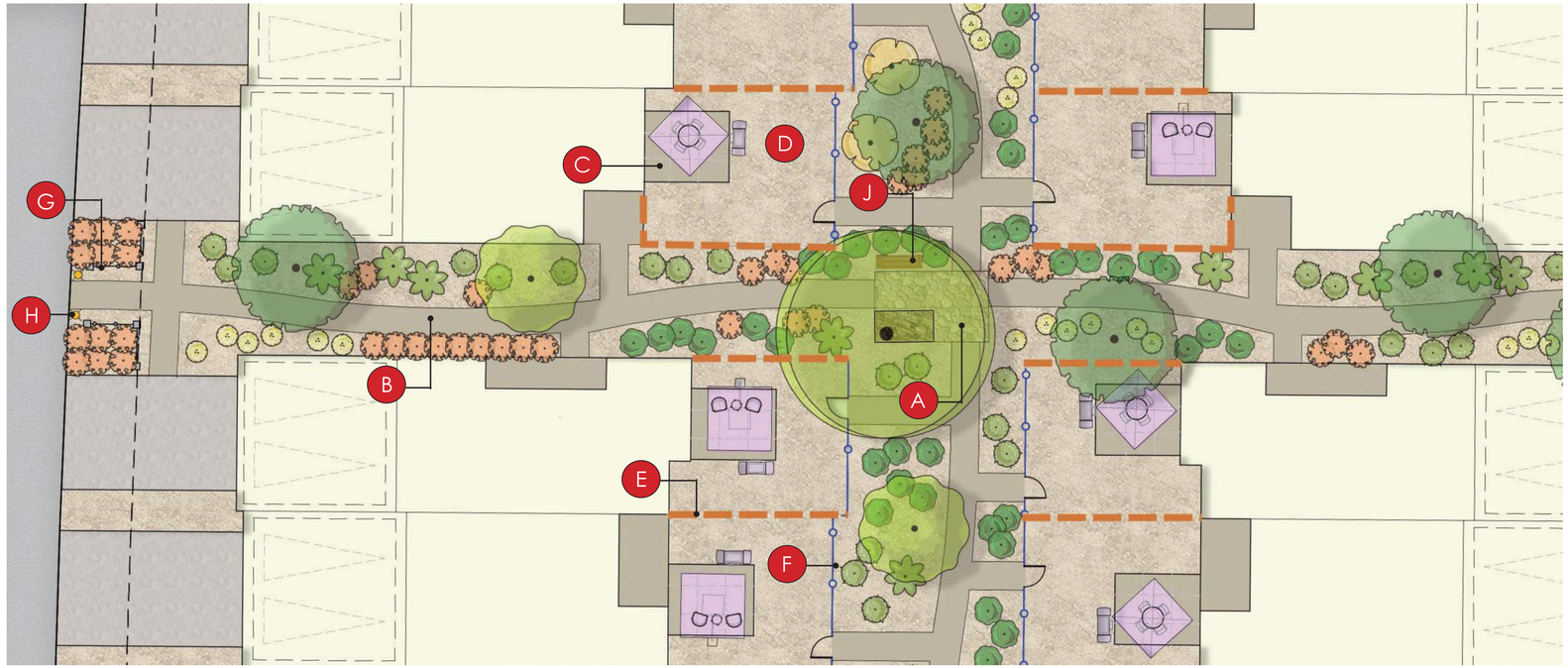

Enlargement Area C-2

0' 10' 20' 30' 40'
SCALE 1"=10'

Character Imagery








Legend

- A *Enhanced Paving*
- B *4' Sidewalk*
- C *10' x 12' Concrete Patio*
- D *Private Yard*
- E *4'-5' Ht. Privacy Wall*
- F *3'-4' Ht. View Fence*
- G *2 Rail Ranch Fence*
- H *Solar Bollard*
- J *Bench*

Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

**See Sheet L-10 for Full Legend*



Thermal Ranch Neighborhood Residential (PA3) | Common Areas Typical - Paseo (Area C-2)

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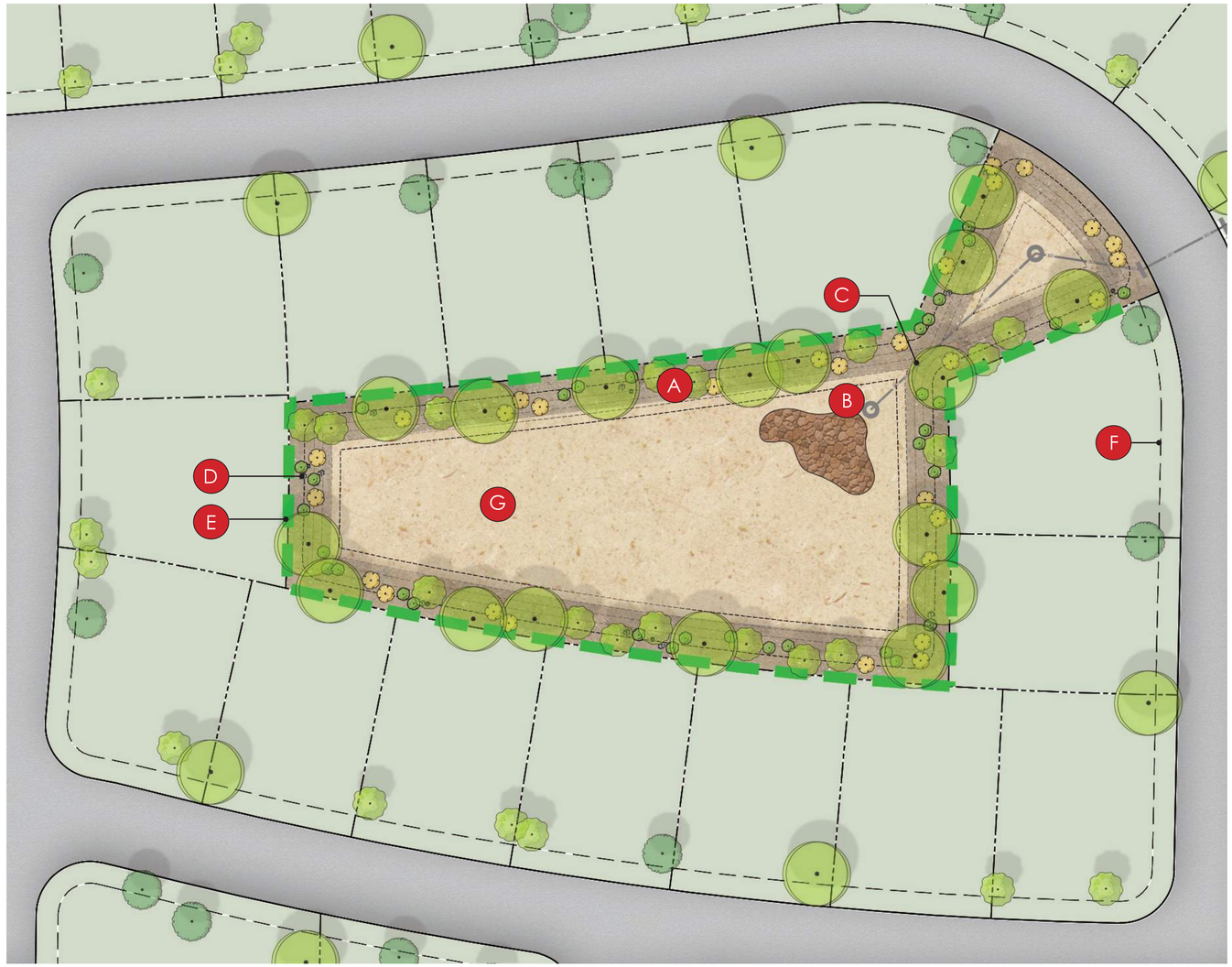


0' 30' 60' 90' 120'

SCALE 1"=30'

Legend

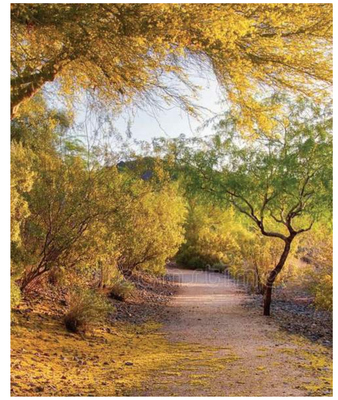
- A Retention Basin 4:1 Slope
- B 4" - 6" Crushed Rock (Dispersion Area)
- C Storm Drain
- D 2' - 3' Boulders
- E 6' View Fence
- F Utility Easement
- G Native soil at basin bottom and lower third of slope

Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- DECOMPOSED GRANITE TYPE TBD
- STABILIZED DECOMPOSED GRANITE TYPE TBD
- BASIN 3/4" GRAVEL TYPE TBD
- BASIN CRUSHED ROCK 4-6" ROCK TYPE TBD
- NATIVE SOIL

*See Sheet L-10 for Full Legend

Character Imagery









Thermal Ranch Neighborhood Residential (PA3) | Retention Basin (Area D)

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0' 30' 60' 90' 120'

SCALE 1"=30'

Legend

- A — CMU Block Wall
- B — Interior Trail
- C — Bench
- D — Sidewalk
- E — Mounded Landscaping
- F — Fire Access

Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

*See Sheet L-10 for Full Legend



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Thermal Ranch Neighborhood Residential (PA3) | Open Space Areas (Area E)

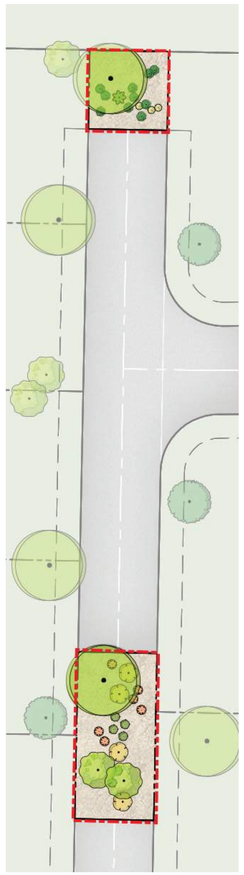
Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

*See Sheet L-10 for Full Legend

Legend

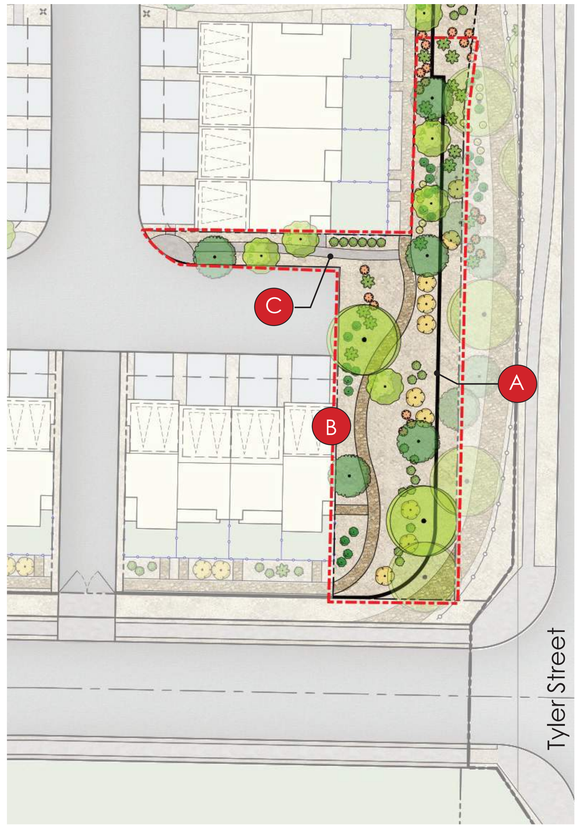
- A CMU Block Wall
- B Interior Trail
- C Sidewalk



0' 30' 60' 90' 120'
SCALE 1"=30'

Open Space Area Lots 319 and 320

Typical applies to Lots 322, 323, 324, 325, 326



0' 30' 60' 90' 120'
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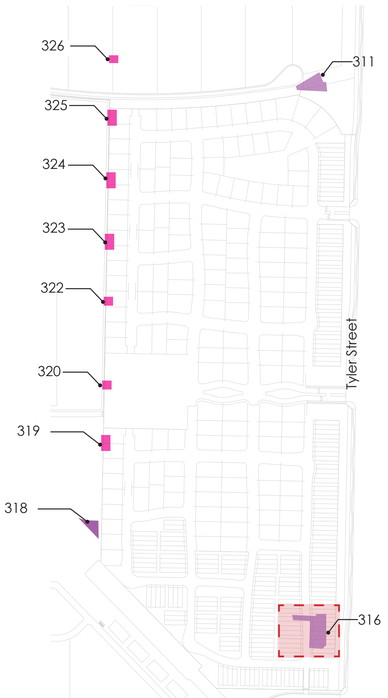
Open Space Area Lots 316

Typical applies to Lots 311 and 318



Thermal Ranch Neighborhood Residential (PA3) | Open Space Typical (Area F-1)

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0' 20' 40' 60' 80'
SCALE 1"=20'

Open Space Area Lots 315/316

Typical applies to Lots 309/310, 313/314

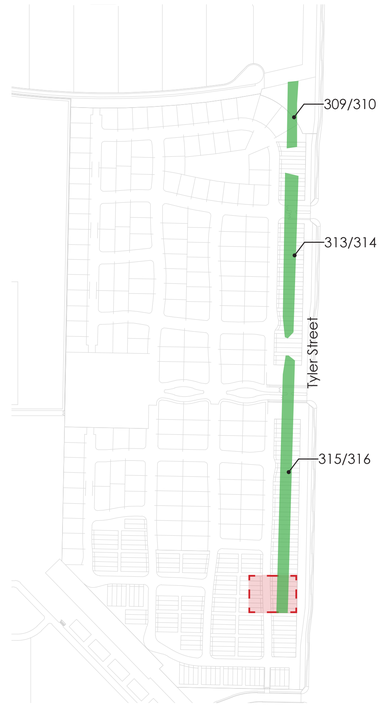
Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

*See Sheet L-10 for Full Legend

Legend

- A *10' Paved Bike Trail*
- B *Ranch Fence*
- C *CMU Block Wall*
- D *18' Right-Of-Way*
- E *5' Meandering Sidewalk*
- F Interior Walkway



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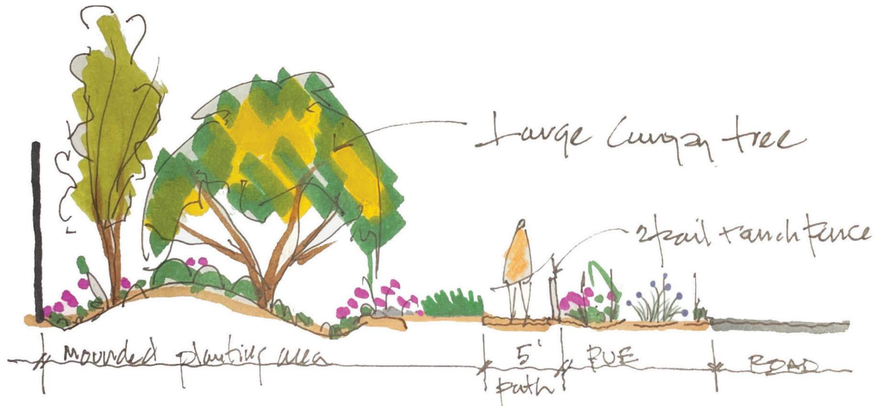
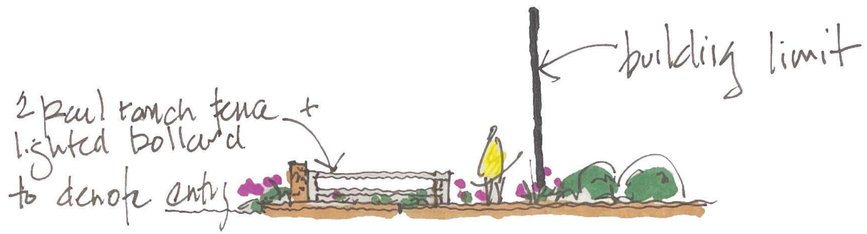
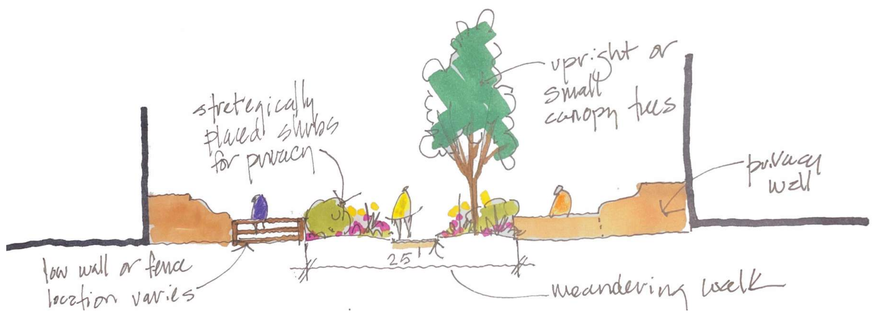


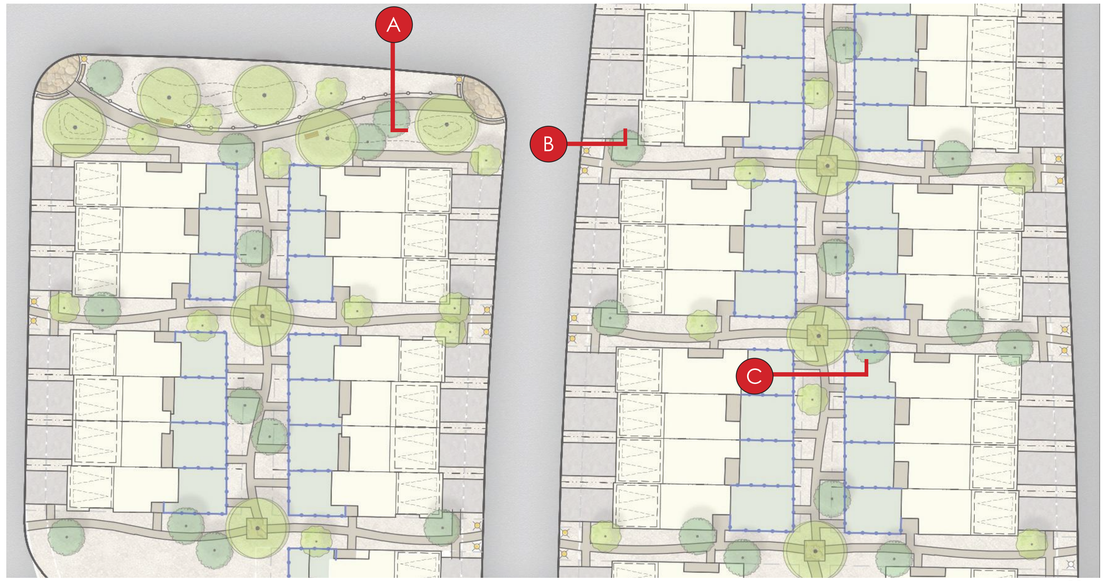
A Open Space Paseo Condition



B Street Edge Condition



C Common Space Behind Condominiums



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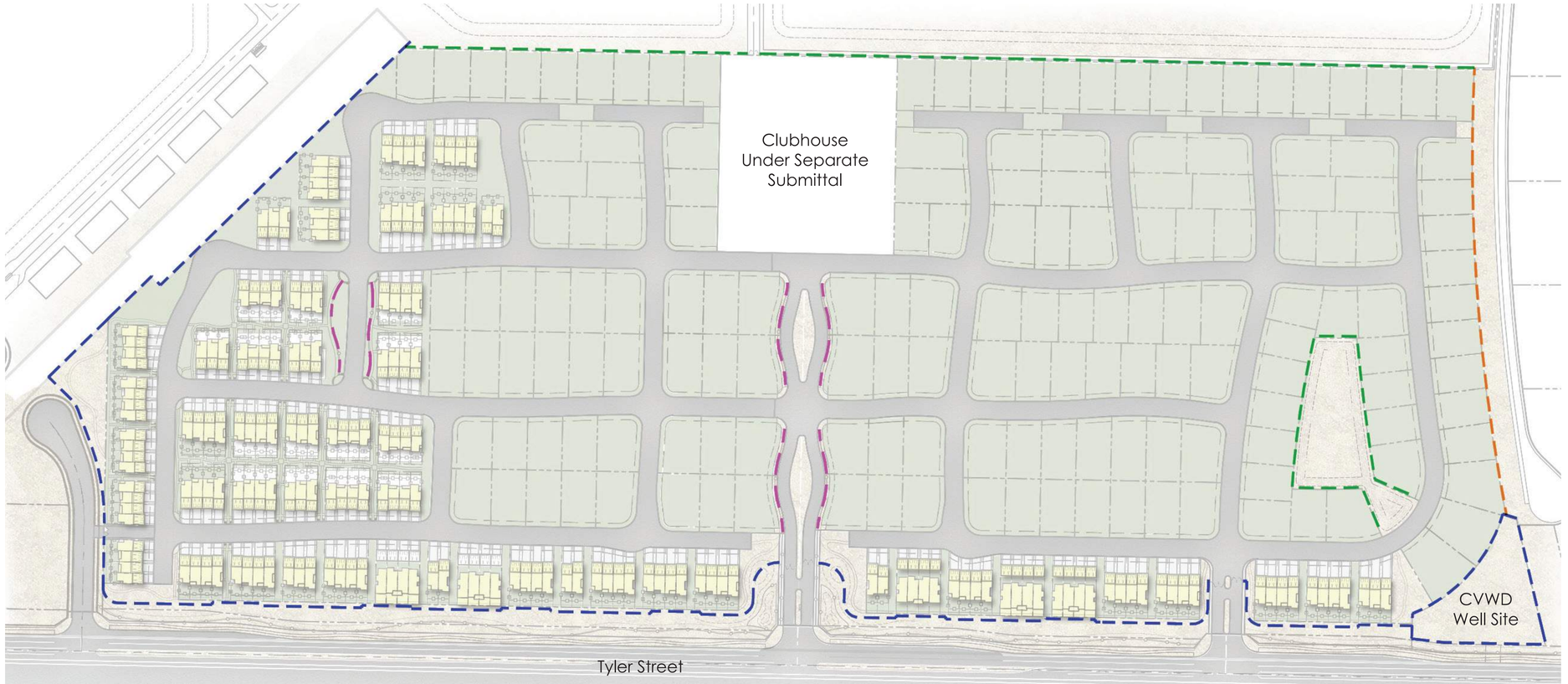


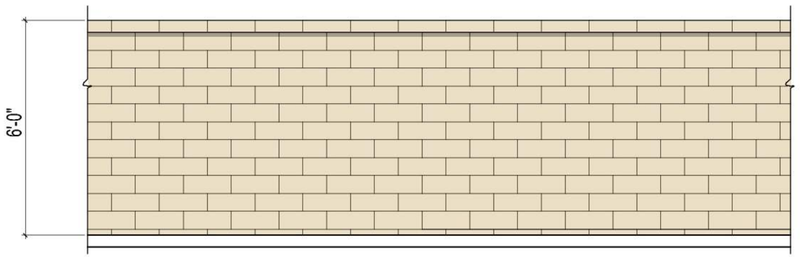
Character Imagery





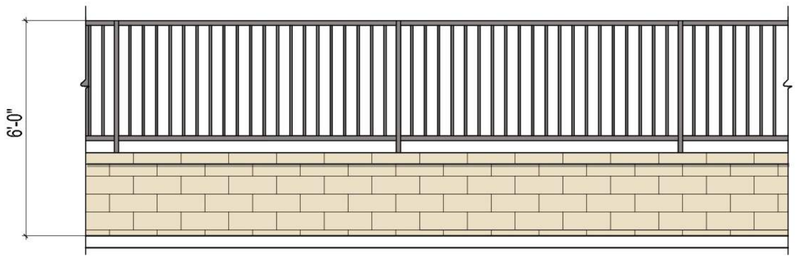

Legend

- A — 6’ HT. Sack Finish or Colored Slump Block Wall
- B — 6’ Ht. Combo Wall With Tube Steel Fence
- C — 36” Ht. 2-Rail Wood or Vinyl Ranch Fence
- D — 6’ Ht. Tube Steel Fence



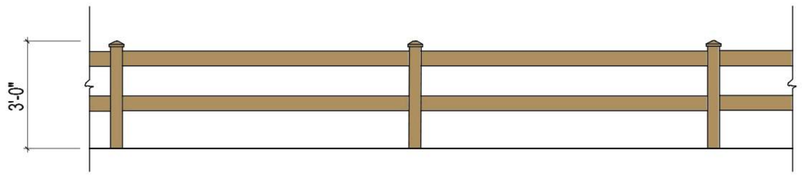
A 6’ Sack Finish or Colored Slump Block Wall

Scale 1/2" = 1' - 0"



B 6’ Combo Wall - 24" Slump Block Wall with 4' Tube Steel or Wood Fence

Scale 1/2" = 1' - 0"



C 36” Ht. 2-Rail Wood or Vinyl Ranch Fence

Scale 1/2" = 1' - 0"

Thermal Ranch Neighborhood Residential (PA3) | Wall and Fence Plan

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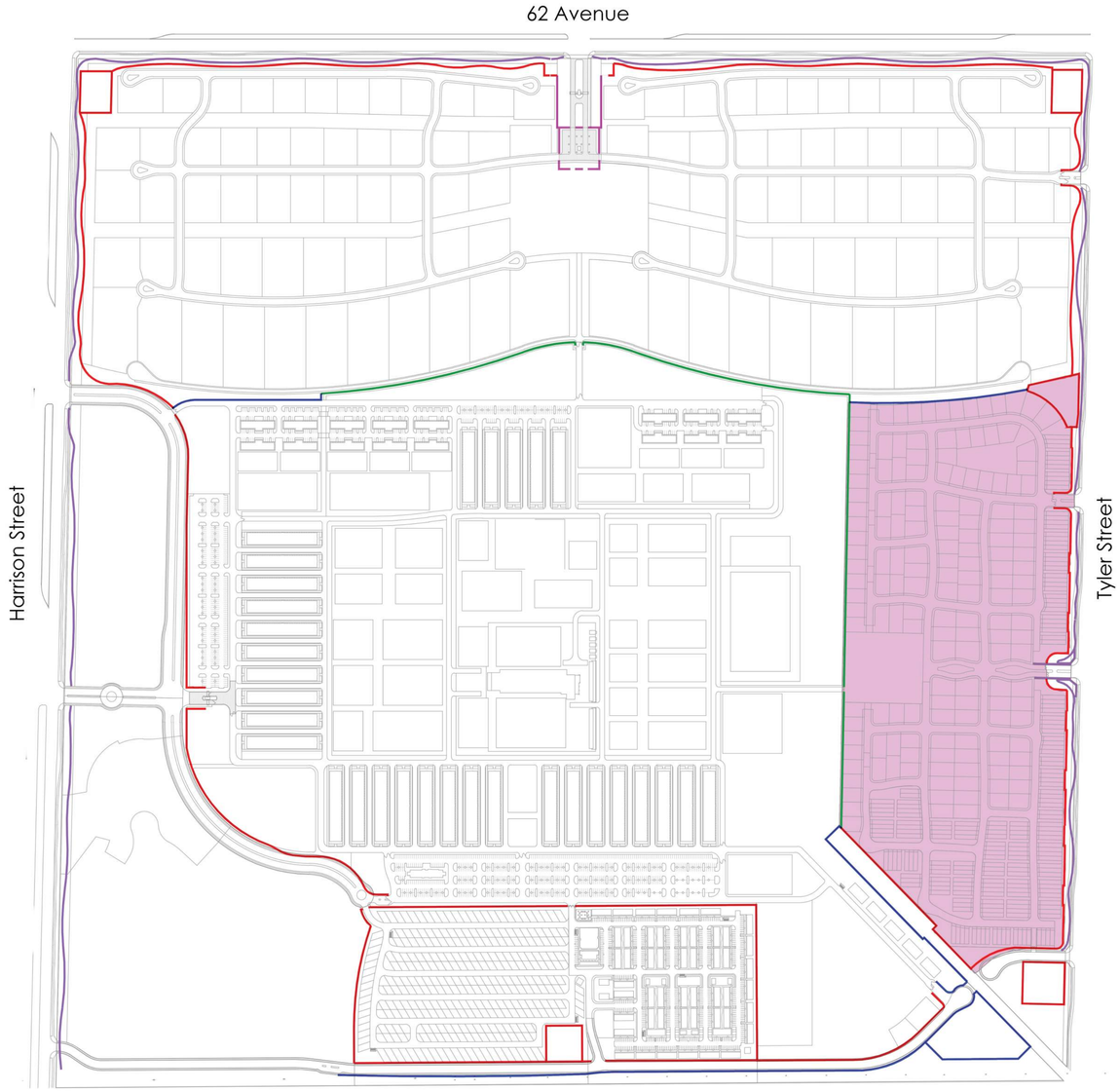

Legend

- *6' - 10' Sack Finish or Colored Slump Block Wall*
- *6' Tubular Steel Fence*
- *View Fence with Knee Wall - 6' Wood or Steel*
- *Ranch Fence - 2-4 Rail Wood or Vinyl*



6' Sack Finish or Colored Slump Block Wall



View Fence with Knee Wall - 6' Wood or Steel



Ranch Fence - 2-4 Rail Wood or Vinyl



Accent Wall - Masonry, Poured in Place Concrete, or Stucco

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Concept Plant Legend

LARGE AND MEDIUM TREES
15GAL - 36"BOX
BAUHINIA VARIEGATA (PURPUREA) / PURPLE ORCHID TREE
CHORISIA SPECIOSA / SILK FLOSS TREE
OLEA EUROPAEA `SWANHILL FRUITLESS` / EUROPEAN OLIVE
PARKINSONIA SPECIES
PROSOPIS SPECIES
TIPUANA TIPU / TIPU TREE
SCHINUS MOLLE / CALIFORNIA PEPPER

UPRIGHT TREES
15GAL - 36"BOX
ACACIA SALICINA / WILLOW ACACIA
ACACIA STENOPHYLLA / SHOESTRING ACACIA
ACACIA WILLARDIANA / PALO BLANCO
CALLISTEMON SPECIES
EUCALYPTUS SPECIES

SMALL TREES
15GAL - 36"BOX
ACACIA ANEURA / MULGA
ACACIA FARNESIANA / SWEET ACACIA
CAESALPINIA CACALACO "SMOOTHIE" / CASCALOTE
CITRUS SPECIES

PALMS
20`-30` HT
PHOENIX DACTYLIFERA / DATE PALM
WASHINGTONIA ROBUSTA / MEXICAN FAN PALM

ACCENT PALMS
24"-36" BOX
BISMARCKIA NOBILIS / BISMARK PALM
BEAUCARNEA RECURVATA / PONY TAIL PALM
CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM

LARGE ACCENTS
5-15 GAL
AGAVE ANGUSTIFOLIA / CENTURY PLANT
DASYLIRION WHEELERI / GREY DESERT SPOON
FEROCACTUS ACANTHODES / COMPASS BARREL
NOLINA NELSONII / BLUE NOLINA
OPUNTIA SANTA-RITA / SANTA RITA PRICKLYPEAR
YUCCA SPECIES

SMALL ACCENTS/ CACTI
1 GAL
ECHINOCACTUS GRUSONII / GOLDEN BARREL CACTUS
HESPERALOE SPECIES

LARGE GRASS
1-5 GAL
SPOROBOLUS AIROIDES / ALKALI SACATON
SPOROBOLUS WRIGHTII / BIG SACATON

MEDIAN/SMALL GRASS
1-5 GAL
MUHLENBERGIA SPECIES
PENSTEMON SP.(RED) / MIXED PENSTEMON SPECIES
CAREX SPECIES

LARGE SHRUBS
5 GAL
CAESALPINIA PULCHERRIMA / RED BIRD OF PARADISE
CASSIA SPECIES
LEUCOPHYLLUM SPECIES
NERIUM OLEANDER / OLEANDER
SIMMONDSIA CHINENSIS / JOJOBA

MEDIUM SHRUBS
5 GAL
BOUGAINVILLEA SPECIES
CALLISTEMON VIMINALIS `LITTLE JOHN` / DWARF WEEPING BOTTLE BRUSH
CARISSA MACROCARPA `GREEN CARPET` / GREEN CARPET NATAL PLUM
DALEA SPECIES
EREMOPHILA SPECIES
JUNIPERUS C. `BLUE PACIFIC` / BLUE PACIFIC JUNIPER
LANTANA SPECIES
OLEA EUROPAEA `MONTRA` / LITTLE OLLIE DWARF OLIVE

GROUNDCOVERS
1-5 GAL
ACACIA REDOLENS `DESERT CARPET` TM / BANK CATCLAW
DALEA SPECIES
JUNIPERUS SPECIES
LANTANA SPECIES
PORTULACARIA AFRA / ELEPHANT BUSH
PYRACANTHA FORTUNEANA `GRABERI` / GRABERI PYRACANTHA

VINE
1-5 GAL
BOUGAINVILLEA X `BARBARA KARST` / BARBARA KARST BOUGAINVILLEA
ROSA BANKSIAE `ALBA PLENA` / WHITE LADY BANK`S ROSE

PASTURE
NATIVE DESERT WILDFLOWER MIX

DECOMPOSED GRANITE
TYPE TBD

STABILIZED DECOMPOSED GRANITE
TYPE TBD

BASIN
3/4" GRAVEL
TYPE TBD

BASIN CRUSHED ROCK
4-6" ROCK
TYPE TBD

NATIVE SOIL
















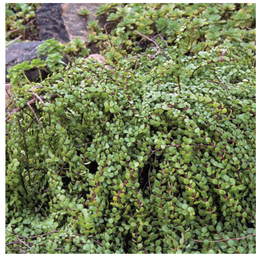





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PLANT SCHEDULE TREES

BOTANICAL / COMMON NAME	SIZE	WU	CANOPY	MATURE HEIGHT	MATURE WIDTH
ACCENT PALM TREES					
BEAUCARNEA RECURVATA PONY TAIL PALM	24"BOX	M 0.5	10'	6 - 10ft. ht.	3 - 6ft. w.
BISMARCKIA NOBIUS BISMARK PALM	24"BOX	M 0.5	12'	20 - 50ft. ht.	10 - 15ft. w.
CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	36"BOX	M 0.5	8'	6ft. ht.	6 - 10ft. w.
LARGE AND MEDIUM TREES					
BAUHINIA VARIEGATA (PURPUREA) PURPLE ORCHID TREE	15 GAL	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
CHORISIA SPECIOSA SILK FLOSS TREE	24"BOX	M 0.5	20'	40 - 65ft. ht.	25 - 40ft. w.
OLEA EUROPAEA `SWANHILL FRUITLESS` EUROPEAN OLIVE	36"BOX	L 0.2	30'	25 - 40ft. ht.	25 - 40ft. w.
PARKINSONIA SPECIES	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
PROSOPIS SPECIES	24"BOX	L 0.2	20'	25 - 40ft. ht.	25 - 40ft. ht.
SCHINUS MOLLE CALIFORNIA PEPPER	36"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
TIPUANA TIPU TIPU TREE	24"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
PALM TREES					
PHOENIX DACTYLIFERA DATE PALM	+20`-30` HTS	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
WASHINGTONIA ROBUSTA MEXICAN FAN PALM	+20`-30` HTS	M 0.5	15'	25 - 40ft. ht.	6 - 10ft. w.
SMALL TREES					
ACACIA ANEURA MULGA	24"BOX	L 0.2	15'	15ft. ht.	10 - 15ft. ht.
ACACIA FARNESIANA SWEET ACACIA	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
CAESALPINIA CACALACO "SMOOTHIE" CASCALOTE	24"BOX	L 0.2	20'	10 - 15ft. ht.	10 - 15ft. w.
CITRUS SPECIES	24"BOX	M 0.5	15'	20 - 30ft. ht.	15 - 25 ft. w.
UPRIGHT TREES					
ACACIA SALICINA WILLOW ACACIA	24"BOX	M 0.5	15'	25ft. ht.	15 - 25ft. w.
ACACIA STENOPHYLLA SHOESTRING ACACIA	24"BOX	L 0.2	20'	25 - 40ft. ht.	10 - 15ft. w.
ACACIA WILLARDIANA PALO BLANCO	24"BOX	L 0.2	20'	15 - 25ft. ht.	10 - 15ft. ht.
CALLISTEMON SPECIES	24"BOX	M 0.5	20'	15 - ' ht.	15 - 25ft. w.
EUCALYPTUS SPECIES	15 GAL	M 0.5	15'	25 ft. ht.	40 - 0' w.

PLANT SCHEDULE SHRUBS

BOTANICAL / COMMON NAME	SIZE	WU	SPACING	MATURE HEIGHT	MATURE WIDTH
SHRUBS					
BOUGAINVILLEA SPECIES	5 GAL	M 0.5	60" o.c.	3 - 15ft. ht.	6 - 15ft. ht.
CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE	5 GAL	L 0.2	72" o.c.	10 - ' ht.	10 - 15ft. w.
CALLISTEMON VIMINALIS `LITTLE JOHN` DWARF WEEPING BOTTLE BRUSH	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
CARISSA MACROCARPA `GREEN CARPET` GREEN CARPET NATAL PLUM	5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
CASSIA SPECIES	5 GAL	L 0.2	48" o.c.	10 - 15ft. ht.	10 - 15ft. w.
DALEA SPECIES	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
EREMOPHILA SPECIES	5 GAL	L 0.2	36" o.c.	18 - 36in. ht.	4 - 10ft. ht.
JUNIPERUS SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	1 - 3ft. w.
LANTANA SPECIES	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
LEUCOPHYLLUM SPECIES	5 GAL	L 0.2	48" o.c.	3 - 1' ht.	3 - 6ft. w.
NERIUM OLEANDER `PETITE PINK` DWARF OLEANDER	5 GAL	M 0.5	60" o.c.	3 - 6ft. ht.	3 - 6ft. w.
OLEA EUROPAEA `MONTRA` LITTLE OLLIE DWARF OLIVE	5 GAL	L 0.2	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
SIMMONDSIA CHINENSIS JOJOBA	5 GAL	L 0.2	48" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACCENTS					
AGAVE SPECIES	5 - 15 GAL	L 0.2	48" o.c.	1 - 6ft. ht.	1 - 6ft. ht.
DASYLIRION WHEELERI GREY DESERT SPOON	5 - 15 GAL	L 0.2	60" o.c.	3 - 1' ht.	3 - 6ft. w.
ECHINOCACTUS GRUSONII GOLDEN BARREL CACTUS	5 - 15 GAL	L 0.2	24" o.c.	18 - 36in. ht.	1 - 3ft. w.
FEROCACTUS ACANTHODES COMPASS BARREL	5 - 15 GAL	L 0.2	24" o.c.	1 - 8ft. ht.	2 - 3ft. ht.
HESPERALOE SPECIES	5 - 15 GAL	L 0.2	30" o.c.	2 - 4ft. ht.	1 - 4ft. ht.
NOLINA NELSONII BLUE NOLINA	5 - 15 GAL	L 0.2	48" o.c.	4 - 6ft. ht.	6 - 10ft. w.
OPUNTIA SANTA-RITA SANTA RITA PRICKLYPEAR	5 - 15 GAL	L 0.2	36" o.c.	3 - 1' ht.	3 - 1' w.
YUCCA SPECIES	5 - 15 GAL	L 0.2	72" o.c.	5 - 15ft. ht.	2 - 4ft. ht.
GRASSES					
MUHLENBERGIA RIGENS DEER GRASS	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
PENSTEMON SPECIES MIXED SPECIES	5 GAL	M 0.5	36" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS AIROIDES ALKALI SACATON	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS WRIGHTII BIG SACATON	5 GAL	M 0.5	48" o.c.	3 - 5ft. ht.	3 - 5ft. ht.

GROUNDCOVERS					
JUNIPERUS SPECIES	1 - 5 GAL	M 0.5	48" o.c.	2ft. ht.	6 - 8ft. w.
PYRACANTHA FORTUNEANA `GRABERI` GRABERI PYRACANTHA	1 - 5 GAL	M 0.5	96" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACACIA REDOLENS `DESERT CARPET` TM BANK CATCLAW	1 - 5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	6 - 10ft. w.
DALEA SPECIES	1 - 5 GAL	L 0.2	48" o.c.	6 - 18in. ht.	4 - 6ft. ht.
LANTANA SPECIES	1 - 5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
PORTULACARIA AFRA ELEPHANT BUSH	1 - 5 GAL	L 0.2	48" o.c.	6 - ' ht.	3 - 6ft. w.
VINE/ESPALIER					
BOUGAINVILLEA X `BARBARA KARST` BARBARA KARST BOUGAINVILLEA	5 GAL	M 0.5	96" o.c.	10 - 15ft. ht.	10 - 20ft. ht.
ROSA BANKSIAE `ALBA PLENA` WHITE LADY BANK`S ROSE	5 GAL	M 0.5	96" o.c.	< 15ft. ht.	6 - 10ft. ht.
BASIN GRASSES					
MUHLENBERGIA SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6 ft. ht.	3- 6 ft. ht.
CAREX SPECIES	5 GAL	M 0.5	36" o.c.	1 - 3 ft. ht.	1 - 3 ft. ht.

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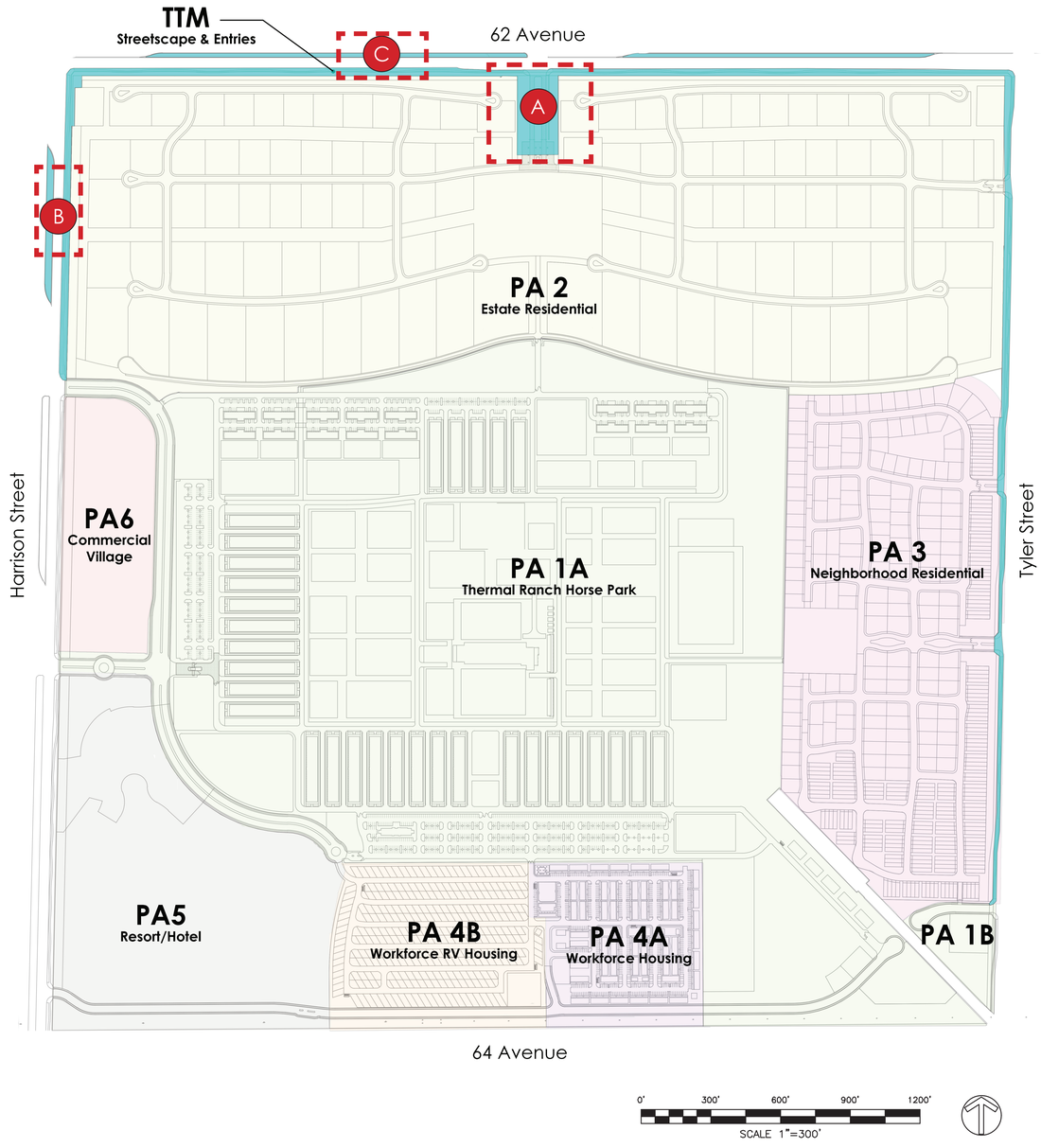

APPLICANT/LAND OWNER: THERMAL RANCH, LLC
19312 CANYON DRIVE
VILLA PARK, CALIFORNIA 92861
JEREMY SMITH 760-801-5166

LANDSCAPE ARCHITECT: MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
ROBERT PARKER 760-320-9811

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.2; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change.

Assessor's Parcel Number: 751-020-002, -003, -006, & -007

Notes per Ordinance 859.3
- Hydrozones will be properly designated. Applicant must indicate proposed method(s) of irrigation.
- No overhead irrigation allowed within 24" of non-permeable surfaces.
- Subsurface or low-volume irrigation must be used for irregularly shaped areas, or areas less than 8 feet in width.

All Landscape Plans shall comply with screening and buffering Riverside County requirements:
- Evergreen plants shall be used where necessary to buffer and screen adjacent land uses.
- Landscaping shall be incorporated to soften edge of buildings, structures and streets in both commercial and industrial areas.
- Mechanical equipment and trash enclosures shall be identified and screened accordingly.
- Vines and other landscaping shall be added to fencing and walls to deter graffiti.

Proposed Maintenance Entity On-Site: Master Association Maintained
Proposed Maintenance Entity Off-Site: Master Association Maintained

The project site is not located within Multiple Species Habitat Conservation Plan (MSHCP) area.

The projeict shall comply with the Thermal Design Guidelines.

Enlargement Areas

A *Estate Lot Primary Entry*

B *Streetscape Typical and Harrison St. Median*

C *62nd Street Median*

REGISTERED LANDSCAPE ARCHITECT ROBERT E. PARKER #5219 REN 8-31-27 STATE OF CALIFORNIA

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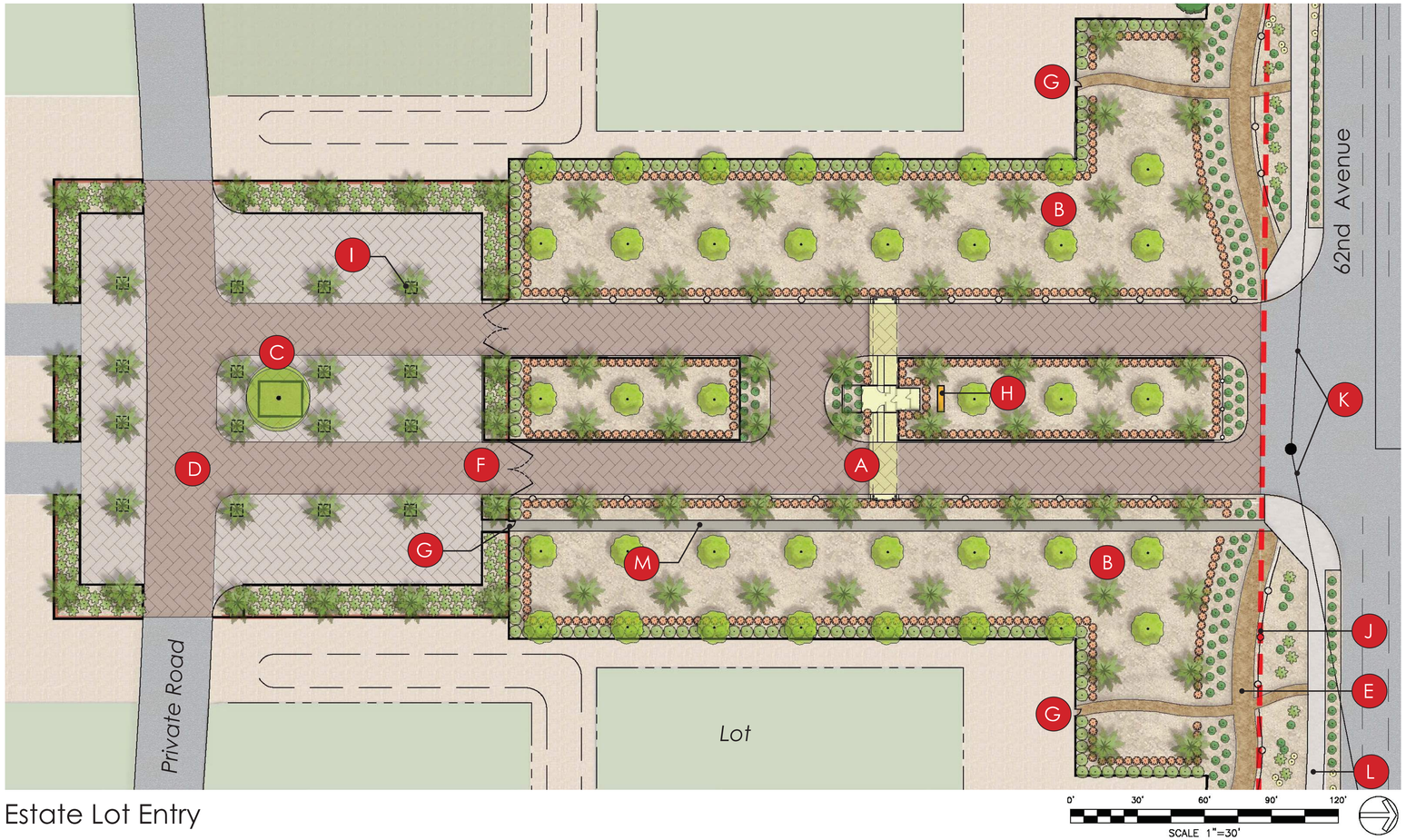


Estate Lot Entry

Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

*See Sheet L-8 for Full Legend

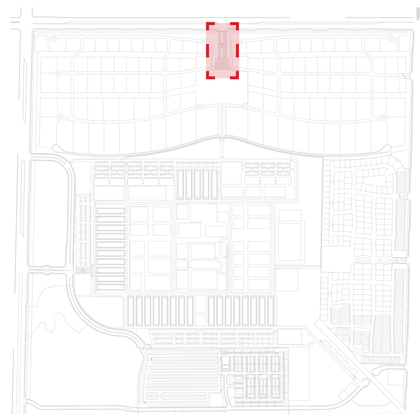
Character Imagery






Legend

- A *Gate House*
- B *Palm and Citrus Grove*
- C *Special Feature at Entry Court*
- D *Enhanced Paving for Drive Aisle*
- E *10' Paved Bike Trail*
- F *Vehicular Gate*
- G *Pedestrian Gate*
- H *Entry Monument*
- I *Palm Grove with Flush Tree Wells*
- J *37' Right-Of-Way*
- K *Sight Distance Line*
- L *8' Meandering Sidewalk*
- M *5' Sidewalk*



Thermal Ranch TTM 38578 Streetscape and Entries | Estate Lot Primary Entry (Area A)

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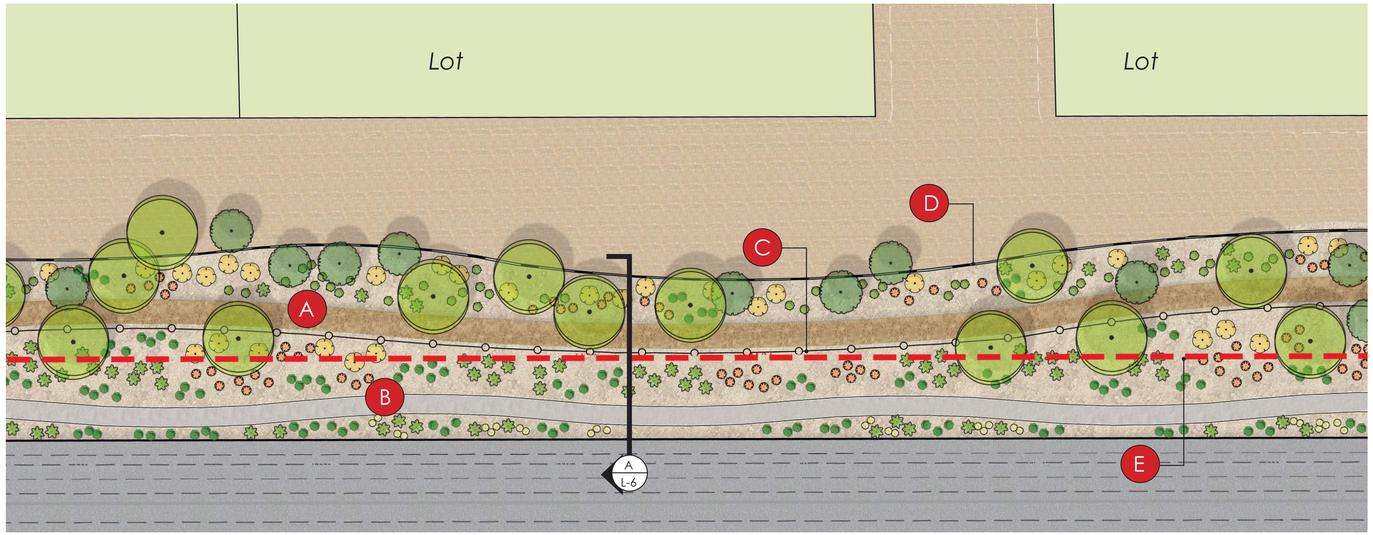
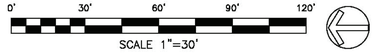
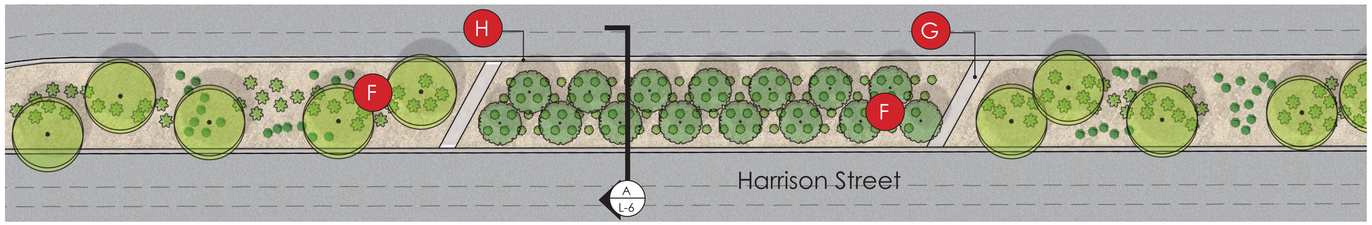
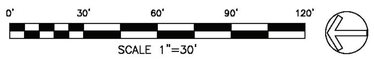


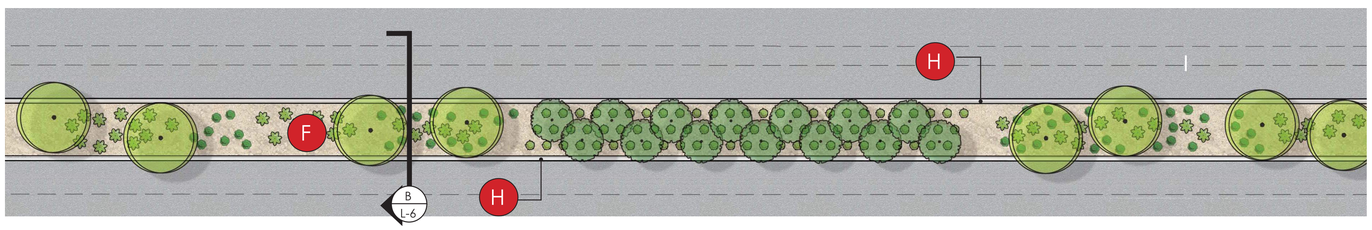
Streetscape Typical (Harrison St., 62 Ave., & Tyler St.)



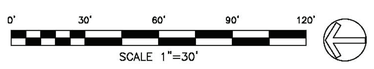


Harrison St. Median





62nd Ave. Median



Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- PASTURE
  NATIVE DESERT WILDFLOWER MIX
- DECOMPOSED GRANITE
  TYPE TBD
- STABILIZED DECOMPOSED GRANITE
  TYPE TBD

See Sheet L-8 for Full Legend

Legend

- A 10' Paved Bike Trail
- B 8' Meandering Sidewalk
- C Ranch Fence
- D Perimeter Wall
- E 34' Right-Of-Way
- F Desert Landscaping
- G 6' Concrete Band
- H 2' Maintenance Walk



Thermal Ranch TTM 38578 Streetscape and Entries | Streetscape Typical and Medians

September 15, 2025 | L-3

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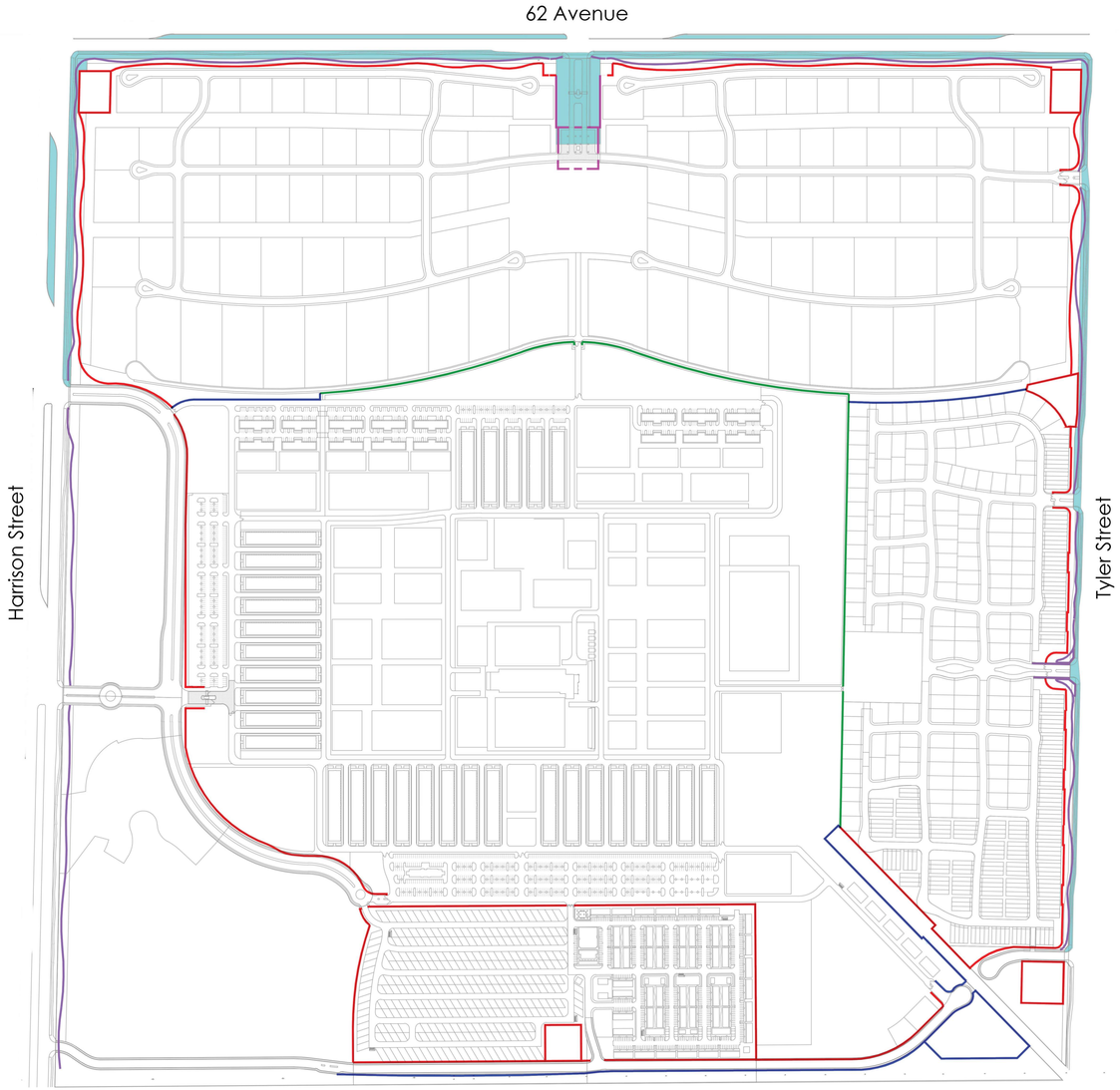
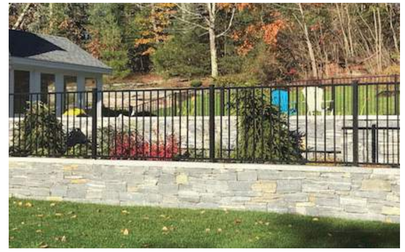


Legend

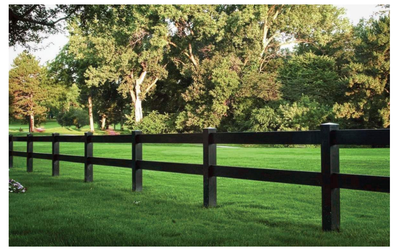
- *6' - 10' Sack Finish or Colored Slump Block Wall*
- *6' Tubular Steel Fence*
- *View Fence with Knee Wall - 6' Wood or Steel*
- *Ranch Fence - 2-4 Rail Wood or Vinyl*




6'-10' Sack Finish or Colored Slump Block Wall




View Fence with Knee Wall - 6' Wood or Steel




Ranch Fence - 2-4 Rail Wood or Vinyl




Accent Wall - Masonry, Poured in Place Concrete, or Stucco

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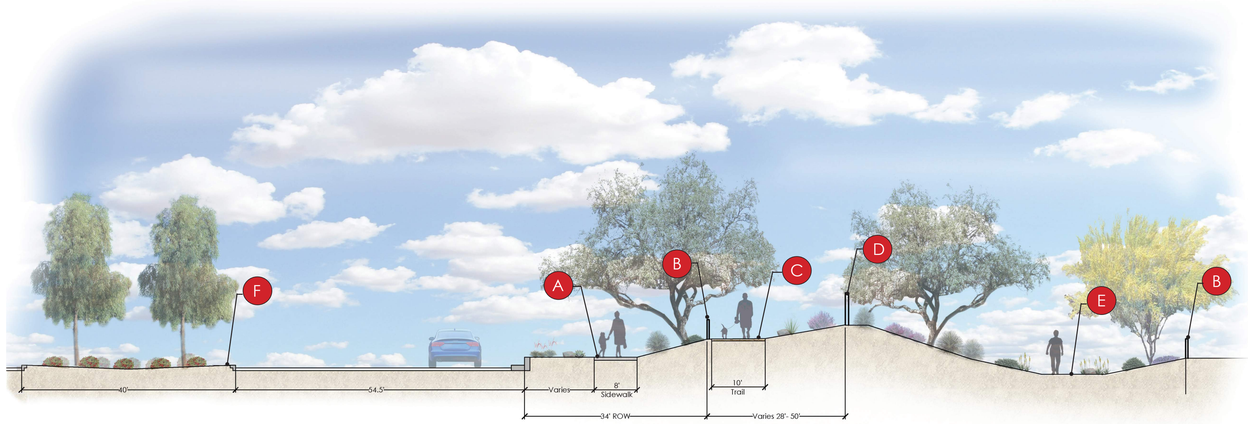
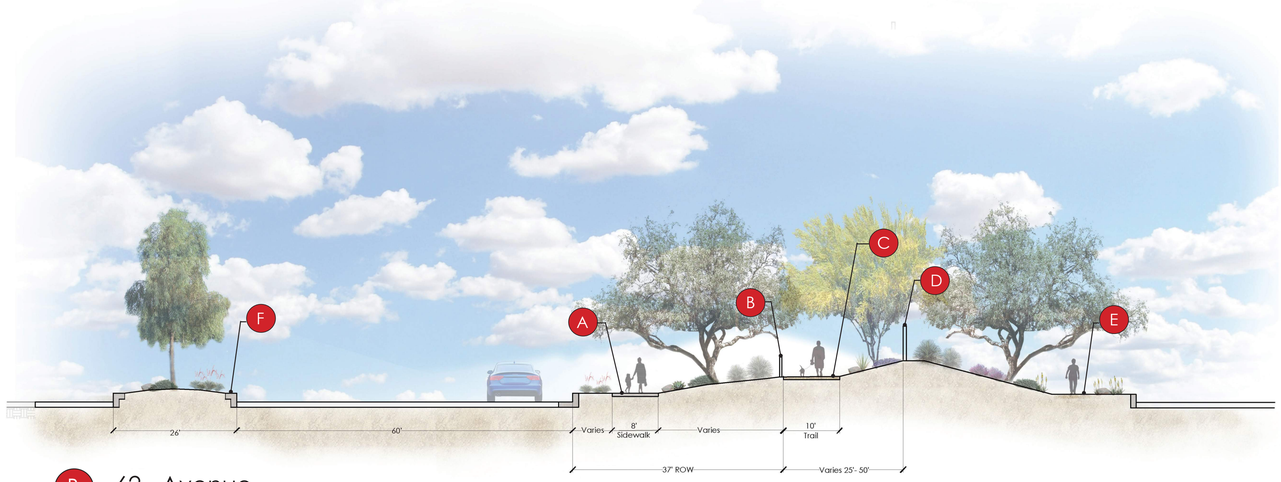
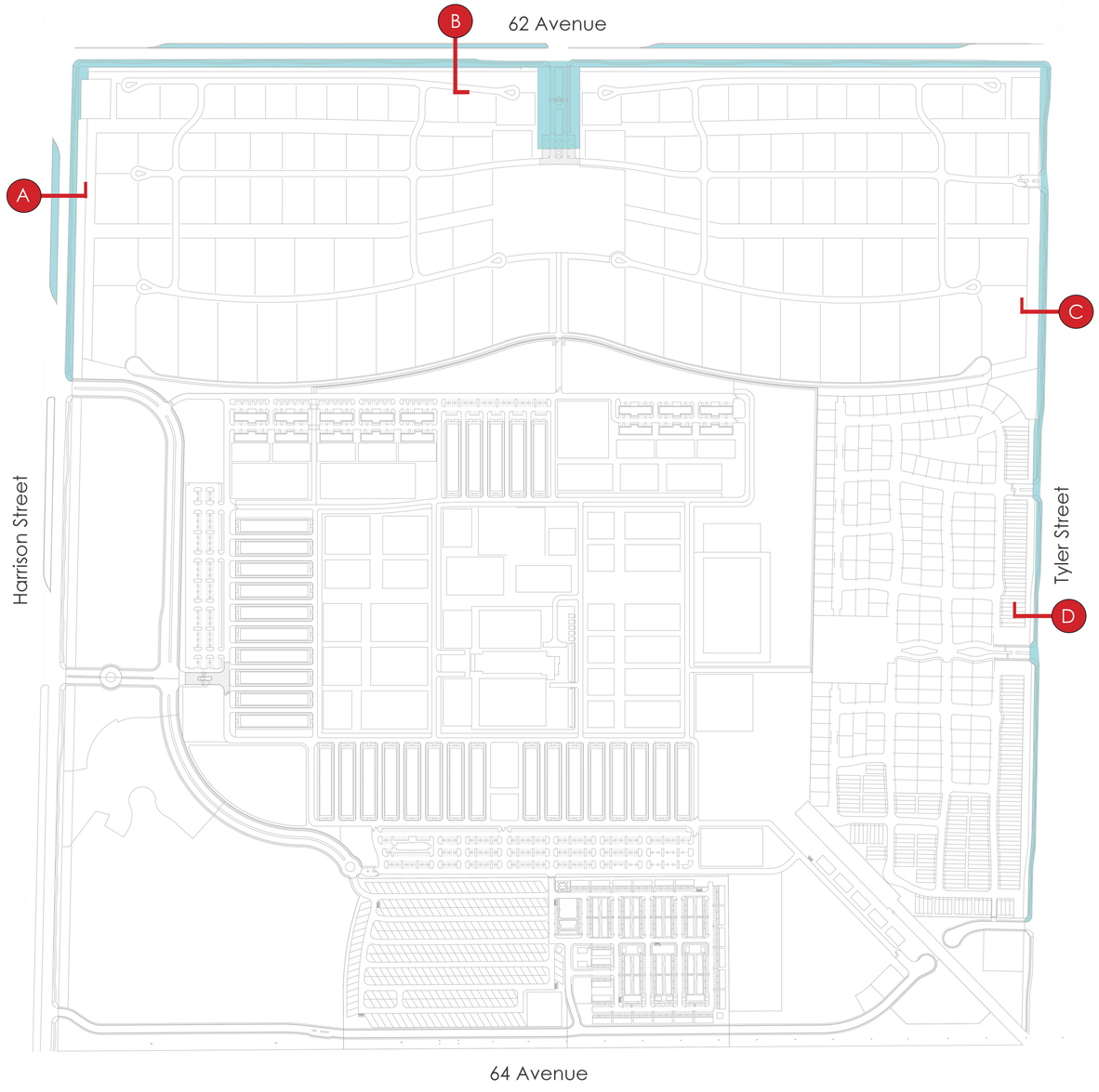


A Harrison Street



B 62 Avenue



Legend

- A 8’ Meandering Sidewalk
- B Split Rail Fence
- C 10’ Meandering Paved Bike Trail
- D 6’ Wall on 6’ Berm 3:1-4:1 Slope
- E Interior 5’ Meandering Path
- F 2’ Maintenance Walk

Thermal Ranch TTM 38578 Streetscape and Entries | Sections

September 15, 2025 | L-5

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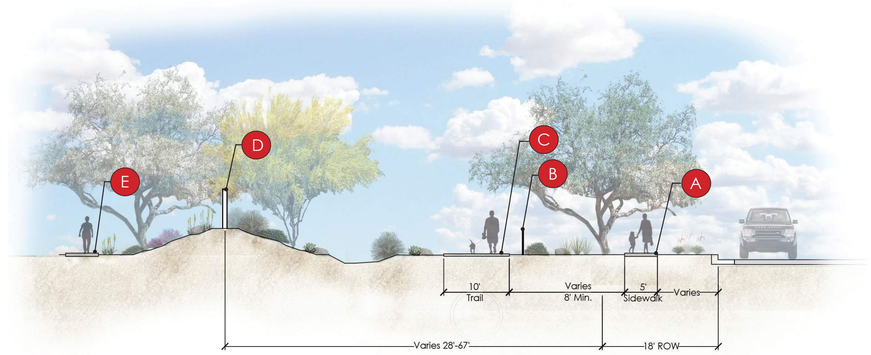
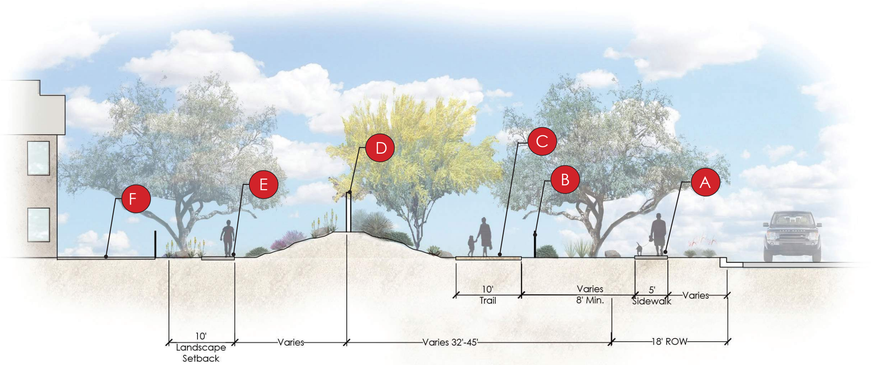


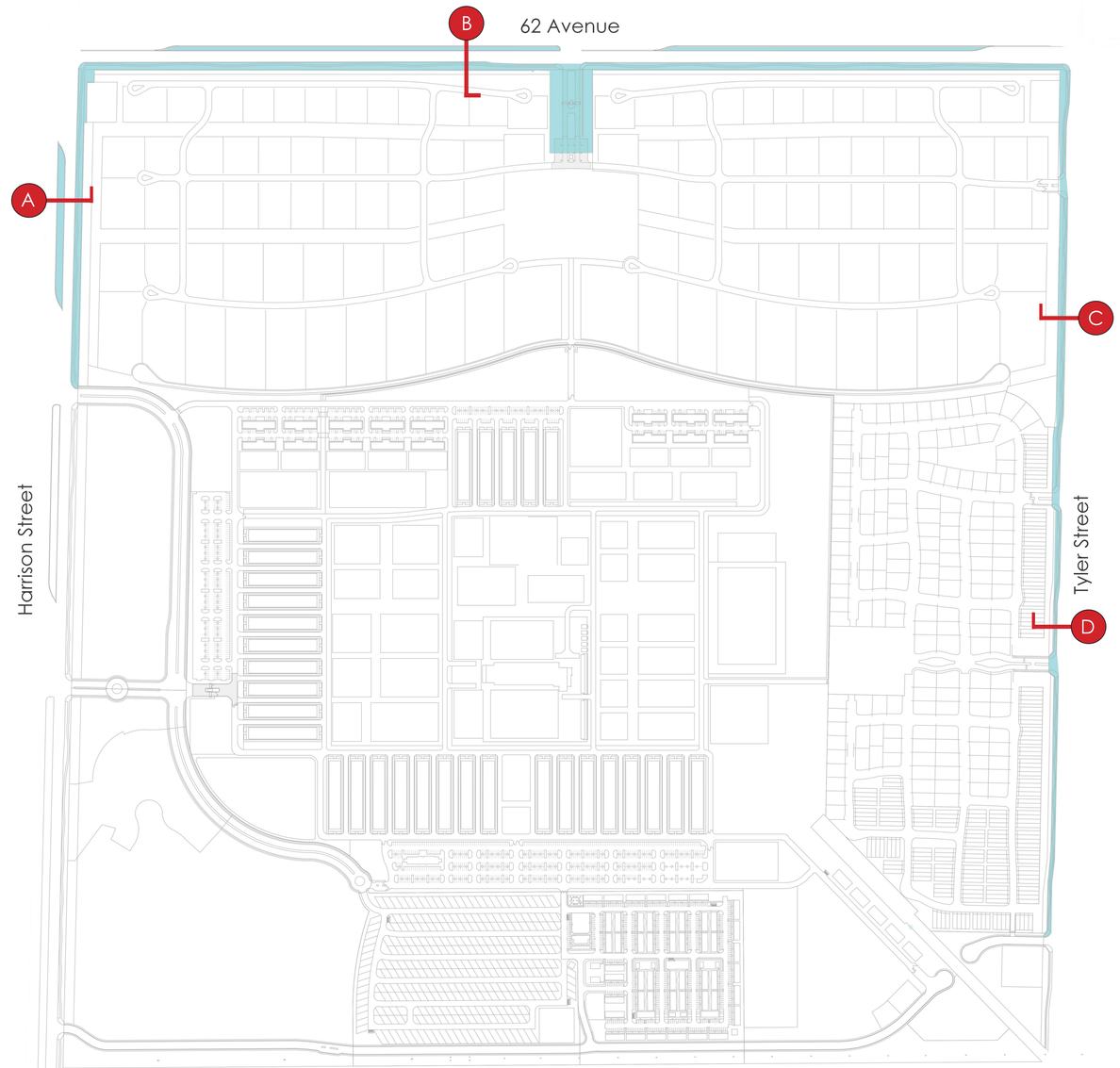
C Tyler Street at Estate Lots



D Tyler Street at Single Family Residential

Legend

- A 5' Meandering Sidewalk
- B *Split Rail Fence*
- C *10' Meandering Paved Bike Trail*
- D *6' Wall on 4' Berm 3:1-4:1 Slope*
- E *Interior 5' Meandering Path*
- F *Town Home Patio*



Thermal Ranch TTM 38578 Streetscape and Entries | Sections

September 15, 2025 | L-6

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Concept Plant Legend

LARGE AND MEDIUM TREES
15GAL - 36"BOX
BAUHINIA VARIEGATA (PURPUREA) / PURPLE ORCHID TREE
CHORISIA SPECIOSA / SILK FLOSS TREE
OLEA EUROPAEA `SWANHILL FRUITLESS` / EUROPEAN OLIVE
PARKINSONIA SPECIES
PROSOPIS SPECIES
TIPUANA TIPU / TIPU TREE
SCHINUS MOLLE / CALIFORNIA PEPPER

UPRIGHT TREES
15GAL - 36"BOX
ACACIA SALICINA / WILLOW ACACIA
ACACIA STENOPHYLLA / SHOESTRING ACACIA
ACACIA WILLARDIANA / PALO BLANCO
CALLISTEMON SPECIES
EUCALYPTUS SPECIES

SMALL TREES
15GAL - 36"BOX
ACACIA ANEURA / MULGA
ACACIA FARNESIANA / SWEET ACACIA
CAESALPINIA CACALACO "SMOOTHIE" / CASCALOTE
CITRUS SPECIES

PALMS
20`-30` HT
PHOENIX DACTYLIFERA / DATE PALM
WASHINGTONIA ROBUSTA / MEXICAN FAN PALM

ACCENT PALMS
24"-36" BOX
BISMARCKIA NOBILIS / BISMARK PALM
BEAUCARNEA RECURVATA / PONY TAIL PALM
CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM

LARGE ACCENTS
5-15 GAL
AGAVE ANGUSTIFOLIA / CENTURY PLANT
DASYLIRION WHEELERI / GREY DESERT SPOON
FEROCACTUS ACANTHODES / COMPASS BARREL
NOLINA NELSONII / BLUE NOLINA
OPUNTIA SANTA-RITA / SANTA RITA PRICKLYPEAR
YUCCA SPECIES

SMALL ACCENTS/ CACTI
1 GAL
ECHINOCACTUS GRUSONII / GOLDEN BARREL CACTUS
HESPERALOE SPECIES

LARGE GRASS
1-5 GAL
SPOROBOLUS AIROIDES / ALKALI SACATON
SPOROBOLUS WRIGHTII / BIG SACATON

MEDIAN/SMALL GRASS
1-5 GAL
MUHLENBERGIA SPECIES
PENSTEMON SP.(RED) / MIXED PENSTEMON SPECIES
CAREX SPECIES

LARGE SHRUBS
5 GAL
CAESALPINIA PULCHERRIMA / RED BIRD OF PARADISE
CASSIA SPECIES
LEUCOPHYLLUM SPECIES
NERIUM OLEANDER / OLEANDER
SIMMONDSIA CHINENSIS / JOJOBA

MEDIUM SHRUBS
5 GAL
BOUGAINVILLEA SPECIES
CALLISTEMON VIMINALIS `LITTLE JOHN` / DWARF WEEPING BOTTLE BRUSH
CARISSA MACROCARPA `GREEN CARPET` / GREEN CARPET NATAL PLUM
DALEA SPECIES
EREMOPHILA SPECIES
JUNIPERUS C. `BLUE PACIFIC` / BLUE PACIFIC JUNIPER
LANTANA SPECIES
OLEA EUROPAEA `MONTRA` / LITTLE OLLIE DWARF OLIVE

GROUNDCOVERS
1-5 GAL
ACACIA REDOLENS `DESERT CARPET` TM / BANK CATCLAW
DALEA SPECIES
JUNIPERUS SPECIES
LANTANA SPECIES
PORTULACARIA AFRA / ELEPHANT BUSH
PYRACANTHA FORTUNEANA `GRABERI` / GRABERI PYRACANTHA

VINE
1-5 GAL
BOUGAINVILLEA X `BARBARA KARST` / BARBARA KARST BOUGAINVILLEA
ROSA BANKSIAE `ALBA PLENA` / WHITE LADY BANK`S ROSE

PASTURE
NATIVE DESERT WILDFLOWER MIX

DECOMPOSED GRANITE
TYPE TBD

STABILIZED DECOMPOSED GRANITE
TYPE TBD
























Preliminary Street Tree Counts

Area	Total Linear Feet	Total Street Trees
Harrison Street	1,732 LF	73 Trees
62nd Street	4,905 LF	172 Trees
Tyler Street	4,068 LF	183 Trees

* Quantities Derived from the Corresponding Typical Planting Areas

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PLANT SCHEDULE TREES

BOTANICAL / COMMON NAME	SIZE	WU	CANOPY	MATURE HEIGHT	MATURE WIDTH
ACCENT PALM TREES					
BEAUCARNEA RECURVATA PONY TAIL PALM	24"BOX	M 0.5	10'	6 - 10ft. ht.	3 - 6ft. w.
BISMARCKIA NOBIUS BISMARK PALM	24"BOX	M 0.5	12'	20 - 50ft. ht.	10 - 15ft. w.
CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	36"BOX	M 0.5	8'	6ft. ht.	6 - 10ft. w.
LARGE AND MEDIUM TREES					
BAUHINIA VARIEGATA (PURPUREA) PURPLE ORCHID TREE	15 GAL	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
CHORISIA SPECIOSA SILK FLOSS TREE	24"BOX	M 0.5	20'	40 - 65ft. ht.	25 - 40ft. w.
OLEA EUROPAEA `SWANHILL FRUITLESS` EUROPEAN OLIVE	36"BOX	L 0.2	30'	25 - 40ft. ht.	25 - 40ft. w.
PARKINSONIA SPECIES	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
PROSOPIS SPECIES	24"BOX	L 0.2	20'	25 - 40ft. ht.	25 - 40ft. ht.
SCHINUS MOLLE CALIFORNIA PEPPER	36"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
TIPUANA TIPU TIPU TREE	24"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
PALM TREES					
PHOENIX DACTYLIFERA DATE PALM	+20`-30` HTS	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
WASHINGTONIA ROBUSTA MEXICAN FAN PALM	+20`-30` HTS	M 0.5	15'	25 - 40ft. ht.	6 - 10ft. w.
SMALL TREES					
ACACIA ANEURA MULGA	24"BOX	L 0.2	15'	15ft. ht.	10 - 15ft. ht.
ACACIA FARNESIANA SWEET ACACIA	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
CAESALPINIA CACALACO "SMOOTHIE" CASCALOTE	24"BOX	L 0.2	20'	10 - 15ft. ht.	10 - 15ft. w.
CITRUS SPECIES	24"BOX	M 0.5	15'	20 - 30ft. ht.	15 - 25 ft. w.
UPRIGHT TREES					
ACACIA SALICINA WILLOW ACACIA	24"BOX	M 0.5	15'	25ft. ht.	15 - 25ft. w.
ACACIA STENOPHYLLA SHOESTRING ACACIA	24"BOX	L 0.2	20'	25 - 40ft. ht.	10 - 15ft. w.
ACACIA WILLARDIANA PALO BLANCO	24"BOX	L 0.2	20'	15 - 25ft. ht.	10 - 15ft. ht.
CALLISTEMON SPECIES	24"BOX	M 0.5	20'	15 - ' ht.	15 - 25ft. w.
EUCALYPTUS SPECIES	15 GAL	M 0.5	15'	25 ft. ht.	40 - 0' w.

PLANT SCHEDULE SHRUBS

BOTANICAL / COMMON NAME	SIZE	WU	SPACING	MATURE HEIGHT	MATURE WIDTH
SHRUBS					
BOUGAINVILLEA SPECIES	5 GAL	M 0.5	60" o.c.	3 - 15ft. ht.	6 - 15ft. ht.
CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE	5 GAL	L 0.2	72" o.c.	10 - ' ht.	10 - 15ft. w.
CALLISTEMON VIMINALIS `LITTLE JOHN` DWARF WEEPING BOTTLE BRUSH	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
CARISSA MACROCARPA `GREEN CARPET` GREEN CARPET NATAL PLUM	5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
CASSIA SPECIES	5 GAL	L 0.2	48" o.c.	10 - 15ft. ht.	10 - 15ft. w.
DALEA SPECIES	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
EREMOPHILA SPECIES	5 GAL	L 0.2	36" o.c.	18 - 36in. ht.	4 - 10ft. ht.
JUNIPERUS SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	1 - 3ft. w.
LANTANA SPECIES	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
LEUCOPHYLLUM SPECIES	5 GAL	L 0.2	48" o.c.	3 - 1' ht.	3 - 6ft. w.
NERIUM OLEANDER `PETITE PINK` DWARF OLEANDER	5 GAL	M 0.5	60" o.c.	3 - 6ft. ht.	3 - 6ft. w.
OLEA EUROPAEA `MONTRA` LITTLE OLLIE DWARF OLIVE	5 GAL	L 0.2	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
SIMMONDSIA CHINENSIS JOJOBA	5 GAL	L 0.2	48" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACCENTS					
AGAVE SPECIES	5 - 15 GAL	L 0.2	48" o.c.	1 - 6ft. ht.	1 - 6ft. ht.
DASYLIRION WHEELERI GREY DESERT SPOON	5 - 15 GAL	L 0.2	60" o.c.	3 - 1' ht.	3 - 6ft. w.
ECHINOCACTUS GRUSONII GOLDEN BARREL CACTUS	5 - 15 GAL	L 0.2	24" o.c.	18 - 36in. ht.	1 - 3ft. w.
FEROCACTUS ACANTHODES COMPASS BARREL	5 - 15 GAL	L 0.2	24" o.c.	1 - 8ft. ht.	2 - 3ft. ht.
HESPERALOE SPECIES	5 - 15 GAL	L 0.2	30" o.c.	2 - 4ft. ht.	1 - 4ft. ht.
NOLINA NELSONII BLUE NOLINA	5 - 15 GAL	L 0.2	48" o.c.	4 - 6ft. ht.	6 - 10ft. w.
OPUNTIA SANTA-RITA SANTA RITA PRICKLYPEAR	5 - 15 GAL	L 0.2	36" o.c.	3 - 1' ht.	3 - 1' w.
YUCCA SPECIES	5 - 15 GAL	L 0.2	72" o.c.	5 - 15ft. ht.	2 - 4ft. ht.
GRASSES					
MUHLENBERGIA RIGENS DEER GRASS	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
PENSTEMON SPECIES MIXED SPECIES	5 GAL	M 0.5	36" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS AIROIDES ALKALI SACATON	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS WRIGHTII BIG SACATON	5 GAL	M 0.5	48" o.c.	3 - 5ft. ht.	3 - 5ft. ht.

GROUNDCOVERS					
JUNIPERUS SPECIES	1 - 5 GAL	M 0.5	48" o.c.	2ft. ht.	6 - 8ft. w.
PYRACANTHA FORTUNEANA `GRABERI` GRABERI PYRACANTHA	1 - 5 GAL	M 0.5	96" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACACIA REDOLENS `DESERT CARPET` TM BANK CATCLAW	1 - 5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	6 - 10ft. w.
DALEA SPECIES	1 - 5 GAL	L 0.2	48" o.c.	6 - 18in. ht.	4 - 6ft. ht.
LANTANA SPECIES	1 - 5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
PORTULACARIA AFRA ELEPHANT BUSH	1 - 5 GAL	L 0.2	48" o.c.	6 - ' ht.	3 - 6ft. w.
VINE/ESPALIER					
BOUGAINVILLEA X `BARBARA KARST` BARBARA KARST BOUGAINVILLEA	5 GAL	M 0.5	96" o.c.	10 - 15ft. ht.	10 - 20ft. ht.
ROSA BANKSIAE `ALBA PLENA` WHITE LADY BANK`S ROSE	5 GAL	M 0.5	96" o.c.	< 15ft. ht.	6 - 10ft. ht.
BASIN GRASSES					
MUHLENBERGIA SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6 ft. ht.	3- 6 ft. ht.
CAREX SPECIES	5 GAL	M 0.5	36" o.c.	1 - 3 ft. ht.	1 - 3 ft. ht.

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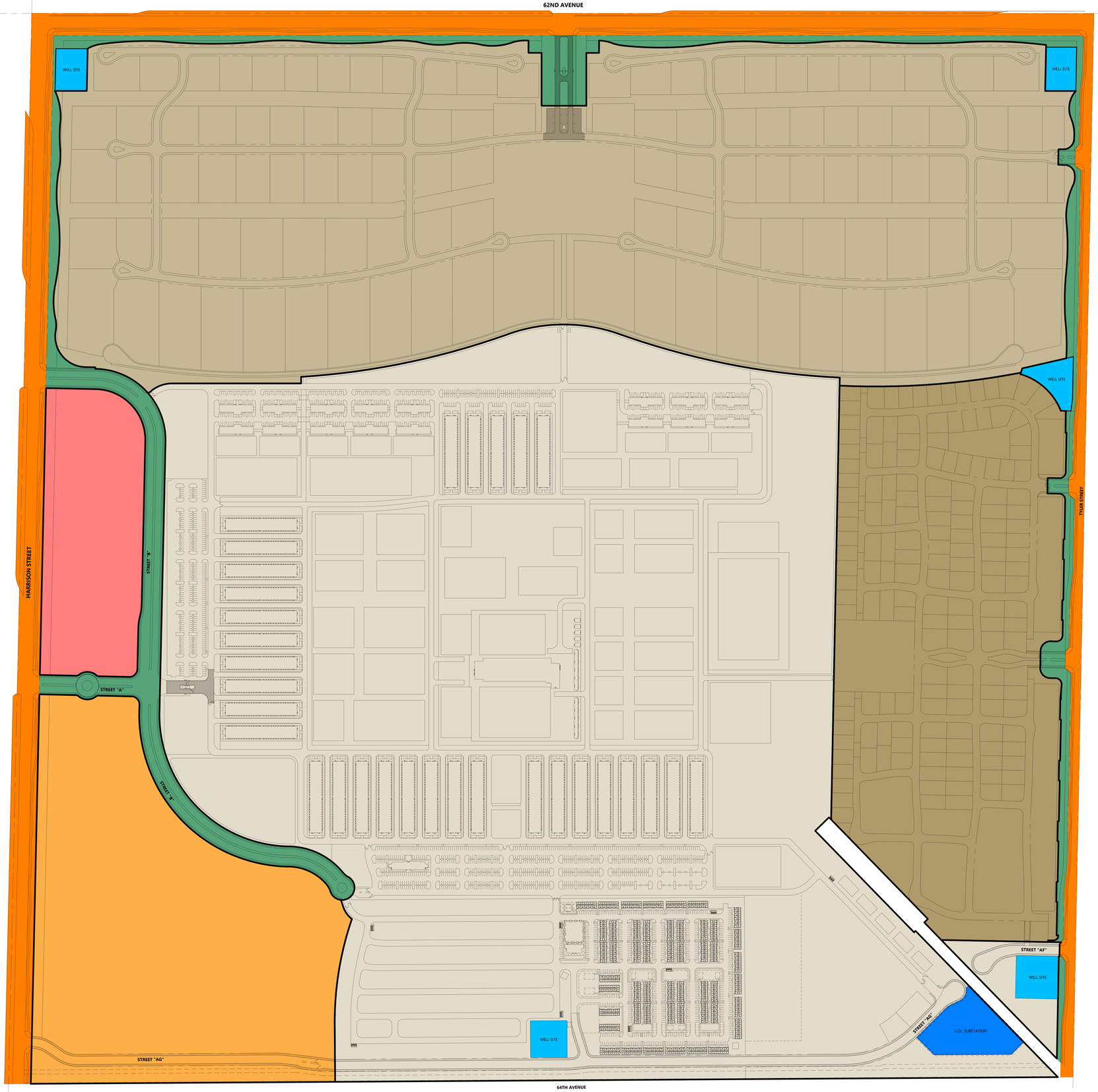


THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

MASTER ASSOCIATION MAINTENANCE EXHIBIT

EXHIBIT DATE: SEPTEMBER 16, 2025

REVISIONS

NO.	DATE	DESCRIPTION

DATA TABLE

APPLICANT / LAND OWNER	THERMAL RANCH, LLC		
ADDRESS	19312 CANYON DRIVE VILLA PARK, CALIFORNIA 92861		
CONTACT	JEREMY SMITH	**TELEPHONE**	(760) 801-5166
EXHIBIT PREPARER	MSA CONSULTING, INC.		
ADDRESS	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT	PAUL DEPALATIS, AICP	**TELEPHONE**	(760) 320-9811
SOURCE OF TOPOGRAPHY	AEROTECH MAPPING, INC.		
ADDRESS	200 SPECTRUM CENTER DRIVE, SUITE 300 IRVINE, CALIFORNIA 92618		
DATE OF TOPOGRAPHY	DECEMBER 7, 2022	**TELEPHONE**	(619) 606-5020
ASSESSOR'S PARCEL NUMBERS	751-020-002, -003, -006 & -007		

LEGAL DESCRIPTION

A PORTION OF SECTION 5, TOWNSHIP 7 SOUTH, RANGE 8 EAST, SAN BERNARDINO MERIDIAN.

MAINTENANCE DESCRIPTION

	COUNTY OF RIVERSIDE MAINTAINED
	MASTER ASSOCIATION MAINTAINED
	ESTATES MAINTAINED
	CONVENTIONAL HOUSING MAINTAINED
	EQUESTRIAN CENTER MAINTAINED
	HOTEL MAINTAINED
	SHOPPING CENTER MAINTAINED
	C.V.W.D. WELL SITE
	I.I.D. SUBSTATION

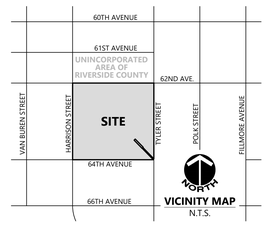
NOTE

1. THIS EXHIBIT SHOWS THE CONCEPTUAL MAINTENANCE RESPONSIBILITIES, WITH FINAL RESPONSIBILITIES TO BE INCLUDED IN THE RECORDED CC&RS, CONSISTENT WITH THE TERMS OF THE SPECIFIC PLAN.

NORTH

0' 200' 400' 600' 800'

SCALE 1"=200'



VICINITY MAP
N.T.S.

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SHEET 1 OF 1 SHEETS

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62ND AVENUE

PROP. MEDIAN
PROP. C&G
PROP. S/W
EX. R/W
EX. C/L
EX. BNDRY
PROP. R/W

EX. 42" VCP SEWER LINE
EX. 18" PVC IRRIGATION LINE

200 L.F. TO EX. WTR P.O.C.

EX. 24" IRR. LINE (TO BE RELOCATED)

PROP. R/W
PROP. S/W
PROP. C&G
EX. C/L
EX. R/W

EX. 18" PVC IRRIGATION LINE
EX. 30" DI WATER LINE
EX. OVERHEAD ELECTRIC LINE

EX. OVERHEAD CATV LINE
EX. OVERHEAD ELECTRIC LINE
EX. 14" PVC IRRIGATION LINE

CVWD WELL SITE

Open Space / Pasture / Retention

Retention

Retention Basin

STABLES (TYP.)

FIELD (TYP.)

ARENA (TYP.)

ARENA

GRAND PRIX CLUBHOUSE

COMMUNITY CENTER

TYLER STREET

Lagoon / Irrigation lake / Storm water retention

Community Center

IID SUBSTATION

PRIVATE SEWER LIFT STATION

64TH AVENUE

EX. OVERHEAD ELECTRIC LINE

PROP. BNDRY
EX. C/L
EX. R/W

960 L.F. TO EX. WTR P.O.C.

CASE: TTM38578
EXHIBIT: Exhibit U
DATE: 3/13/2025
PLANNER: Russell Brady

☐ Meeting ☑ Comment Agenda ☐ Final

LEGEND

- BROWN = BUILDING & SAFETY GRADING DIVISION COMMENTS
- PURPLE = PLANNING DEPARTMENT COMMENTS
- GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
- LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
- BLUE = FLOOD CONTROL DISTRICT COMMENTS
- LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
- RED = FIRE DEPARTMENT COMMENTS
- YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
- LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
- ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS

LEGEND

- EXISTING PUBLIC WATER MAIN
- EXISTING PUBLIC SEWER MAIN
- PROPOSED 8" PUBLIC SEWER MAIN APPROX. LENGTH: 16,750 L.F.
- PROPOSED 8" PUBLIC SEWER MAIN (OFFSITE) APPROX. LENGTH: 530 L.F.
- PROPOSED 12" PUBLIC SEWER MAIN (OFFSITE) APPROX. LENGTH: 3,140 L.F.
- PROPOSED 8" PUBLIC WATER MAIN APPROX. LENGTH: 12,230 L.F.
- PROPOSED 12" PUBLIC WATER MAIN APPROX. LENGTH: 34,560 L.F.
- PROPOSED 12" PUBLIC WATER MAIN (OFFSITE) APPROX. LENGTH: 4,700 L.F.
- PROPOSED 18" PUBLIC WATER MAIN APPROX. LENGTH: 6,140 L.F.
- PROPOSED 18" PUBLIC WATER MAIN (OFFSITE) APPROX. LENGTH: 2,000 L.F.
- PROPOSED PRIVATE SEWER LINE APPROX. LENGTH: 37,900 L.F.
- PROPOSED PRIVATE WATER LINE APPROX. LENGTH: 24,200 L.F.
- PROPOSED FIRE HYDRANT

NORTH

0' 200' 400' 600' 800'

SCALE 1"=200'

JANUARY 2025

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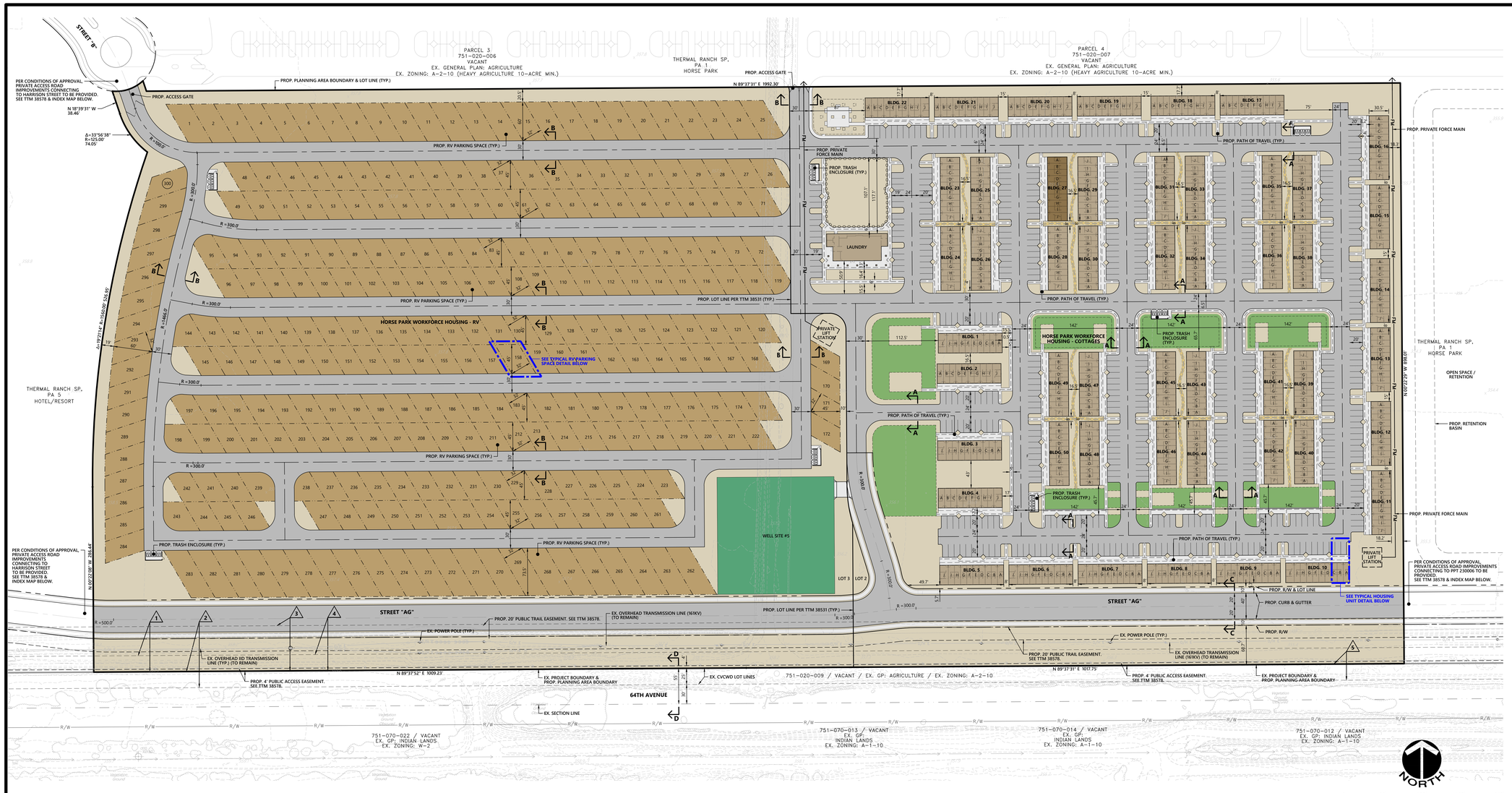
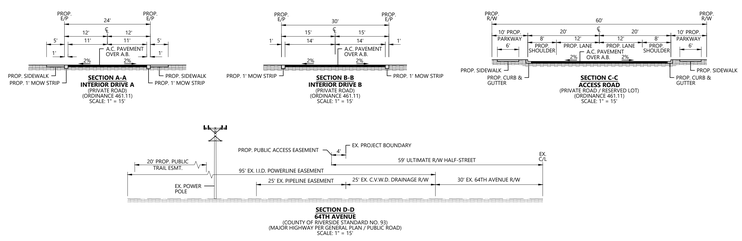
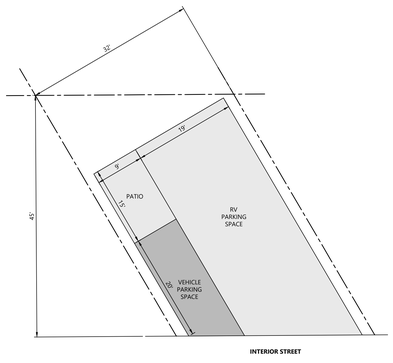
COUNTY OF RIVERSIDE
TENTATIVE TRACT MAP NO. 38578
THERMAL RANCH
PRELIMINARY WATER AND SEWER PLAN

DESIGN BY BSC
DRAWN BY BSC
CHECK BY MTC



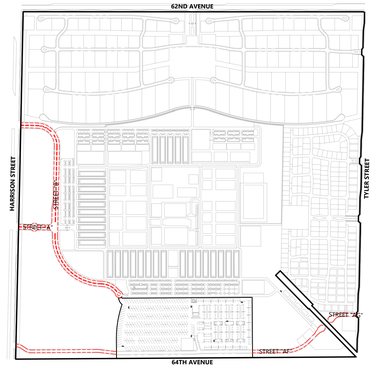




TYPICAL WORKFORCE RV SPACE
SCALE: 1" = 10'



TYPICAL WORKFORCE HOUSING UNIT
SCALE: 1" = 8'



INDEX MAP
SCALE: 1" = 800'

ABBREVIATIONS

(E)	EAST	NO.	NUMBER
(N)	NORTH	N.T.S.	NOT TO SCALE
(S)	SOUTH	O/H	OVERHEAD
(W)	WEST	OS/PP	OPEN SPACE / PARKS
A.C.	ASPHALT CONCRETE	PG	PAGE
AC	ACREAGE	P/L	PROPERTY LINE
APN	ASSESSORS PARCEL NUMBER	PROP.	PROPOSED
BNDRY	BOUNDARY	P.U.E.	PUBLIC UTILITY EASEMENT
C/L	CENTERLINE	R	RADIUS
C&G	CURB AND GUTTER	R-L	LOW DENSITY (RESIDENTIAL)
E/P	EDGE OF PAVEMENT	R/W	RIGHT OF WAY
ESMT.	EASEMENT	SF	SQUARE FEET
EX.	EXISTING	STD.	STANDARD
MAX.	MAXIMUM	TYP.	TYPICAL
M.B.	MAP BOOK	UG	UNDERGROUND
MIN.	MINIMUM		

LEGEND

679.3	EXISTING SPOT ELEVATIONS
	EXISTING CONTOURS
4	EXISTING EASEMENT DELTA
C	EXISTING CABLE
DRN	EXISTING IRRIGATION DRAIN LINE
	EXISTING EASEMENT
E	EXISTING ELECTRIC
G	EXISTING GAS
IRR	EXISTING IRRIGATION
	EXISTING LOT LINE
	EXISTING EDGE OF PAVEMENT
T	EXISTING TELEPHONE
O/H T	EXISTING OVERHEAD TELEPHONE
R/W	EXISTING RIGHT OF WAY
S	EXISTING SEWER
FM	EXISTING SEWER FORCE MAIN
W	EXISTING WATER
	TENTATIVE TRACT MAP BOUNDARY
	PROPOSED AND EXISTING CENTER LINE
	PROPOSED CURB
	PROPOSED EASEMENT
	PROPOSED LOT LINE
	PROPOSED RIGHT OF WAY

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THE UNINCORPORATED AREA IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PLOT PLAN PPT230005
THERMAL RANCH SPECIFIC PLAN PA-4A & 4B (HORSE PARK WORKFORCE HOUSING)

EXHIBIT DATE: SEPTEMBER 16, 2025

AMENDMENTS

NO.	DATE	DESCRIPTION
1	3/24/2025	UPDATED THE DATA TABLE PER COUNTY COMMENTS DATED 3/13/2025

DATA TABLE

APPLICANT / LAND OWNER	THERMAL RANCH, LLC		
ADDRESS	19312 CANYON DRIVE VILLA PARK, CALIFORNIA 92861		
CONTACT	JEREMY SMITH	**TELEPHONE**	(760) 801-5166
EXHIBIT PREPARER	MSA CONSULTING, INC.		
ADDRESS	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT	PAUL DEPALATIS, AICP	**TELEPHONE**	(760) 320-9811
SOURCE OF TOPOGRAPHY	AEROTECH MAPPING, INC.		
ADDRESS	200 SPECTRUM CENTER DRIVE, SUITE 300 IRVINE, CALIFORNIA 92618		
DATE OF TOPOGRAPHY	DECEMBER 7, 2022	**TELEPHONE**	(619) 606-5020
ASSESSOR'S PARCEL NUMBERS	751-020-006 & -007		

LEGAL DESCRIPTION

A PORTION OF SECTION 5, TOWNSHIP 7 SOUTH, RANGE 8 EAST, SAN BERNARDINO BASE AND MERIDIAN.

LAND USE DESCRIPTION	UNIT	SF	ACREAGE	PERCENTAGE
PLANNING AREA 4A & 4B GROSS AREA	-	1,800,268 SF	41.3 AC.	-
PROPOSED WELL SITE #5	-	32,760 SF	0.8 AC.	-
PROPOSED NET AREA	-	1,767,508 SF	40.5 AC.	100%
PROPOSED BUILDING AREA (LAUNDRY BUILDING)	1 BUILDING	3,530 SF	-	-
PROPOSED BUILDING AREA (WORKFORCE HOUSING - COTTAGES) - STANDARD UNIT (450 UNITS) - ACCESSIBLE UNIT (50 UNITS)	500 UNITS - (300 SF / UNIT) (400 SF / UNIT)	155,000 SF - 135,000 SF 20,000 SF	-	-
PROPOSED BUILDING TOTAL	-	158,530 SF	3.7 AC.	9%
PROPOSED RV SPACE	-	548,988 SF	12.6 AC.	31%
ACCESS ROADS, HARDSCAPE & PARKING	-	656,332 SF	15.1 AC.	37%
LANDSCAPE & OPEN SPACE AREAS	-	403,658 SF	9.1 AC.	23%

PLANNING AREA 4A BUILDING LOT COVERAGE	SF	ACREAGE	PERCENTAGE
PLANNING AREA 4A GROSS AREA	800,176 SF	18.4 AC.	100%
LAUNDRY BUILDING	3,530 SF	-	-
WORKFORCE HOUSING - COTTAGES	155,000 SF	-	-
TOTAL PLANNING AREA 4A BUILDING COVERAGE	158,530 SF	3.7 AC.	20%

PLANNING AREA 4B BUILDING LOT COVERAGE	SF	ACREAGE	PERCENTAGE
PLANNING AREA 4B GROSS AREA	1,000,092 SF	23.0 AC.	100%
TOTAL PLANNING AREA 4B BUILDING COVERAGE	0 SF	0 AC.	0%

ONSITE PARKING DATA	PARKING RATIO	PARKING %	COUNT
PROPOSED WORKFORCE BUILDING (500 TOTAL UNITS) - STANDARD UNIT (300 SF / UNIT) - ACCESSIBLE UNIT (400 SF / UNIT)	- 1 PER UNIT - -	- 45% - -	- 500 SPACES - -
PROPOSED RV SPACES - VEHICLE SPACE PER RV SPACE	- 1 PER SPACE	55% -	300 RV SPACES (300 SPACES)
TOTAL PARKING REQUIRED	-	**100%**	**800 SPACES**
RV PARKING SPACES - VEHICLE SPACE PER RV SPACE WORKFORCE HOUSING PARKING **TOTAL PARKING PROVIDED**	- - - -	54% - 46% **100%**	300 SPACES (300 SPACES) 511 SPACES **1,111 SPACES**

EXISTING EASEMENT NOTES

1. 25' PIPELINE EASEMENT, RECORDED 5/9/1957, IN BOOK 2085, PAGE 184-186, O.R. (TO REMAIN) (PLOTTED HEREON)
2. GRANT DEED TO C.V.W.D. AND 25' DRAINAGE CHANNEL R/W, RECORDED 5/9/1957, IN BOOK 2085, PAGE 187-189, O.R. (TO REMAIN) (PLOTTED HEREON)
3. 95' POWER LINE EASEMENT, RECORDED 1/4/1989, AS INSTRUMENT NO. 1502, O.R. (TO REMAIN) (PLOTTED HEREON)
4. 25' PIPELINE EASEMENT, RECORDED 5/9/1957, IN BOOK 2085, PAGE 190-192, O.R. (TO REMAIN) (PLOTTED HEREON)
5. GRANT DEED TO C.V.W.D. AND 25' DRAINAGE CHANNEL R/W, RECORDED 5/9/1957, IN BOOK 2085, PAGE 193-195, O.R. (TO REMAIN) (PLOTTED HEREON)

EXISTING ZONING	CONTROLLED DEVELOPMENT (W-2) / HEAVY AGRICULTURE 10-ACRE MIN. LOT (A-2-10)
PROPOSED ZONING	THERMAL RANCH SPECIFIC PLAN, PA 4 RECREATIONAL VEHICLE PARKING / WORKFORCE HOUSING
EXISTING GENERAL PLAN LAND USE	AGRICULTURE
PROPOSED GENERAL PLAN LAND USE	COMMUNITY DEVELOPMENT FOUNDATION - HIGH DENSITY

PUBLIC UTILITY PURVEYORS

ELECTRIC	IMPERIAL IRRIGATION DISTRICT	(800) 303-7756
GAS	SOUTHERN CALIFORNIA GAS COMPANY	(800) 427-2200
TELEPHONE	FRONTIER COMMUNICATIONS	(800) 921-8101
WATER	COACHELLA VALLEY WATER DISTRICT	(760) 398-2651
CABLE	FRONTIER COMMUNICATIONS	(800) 921-8101
SEWER	COACHELLA VALLEY WATER DISTRICT	(760) 398-2651
SOLID WASTE (TRASH)	BURRTEC	(760) 340-2113
USA	UNDERGROUND SERVICE ALERT	(800) 227-2600

FEMA FLOOD ZONE DESIGNATION

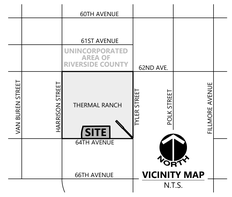
ZONE "A": WITHOUT BASE ELEVATION
ZONE "X": 0.2% ANNUAL CHANCE FLOOD & AREAS OF MINIMAL FLOOD HAZARD

AS SHOWN ON RIVERSIDE COUNTY, CALIFORNIA, FLOOD INSURANCE RATE MAP, COMMUNITY PANEL MAP NUMBER: 06065C2910H
EFFECTIVE DATE: MARCH 6, 2018.

LIQUEFACTION	HIGH LIQUEFACTION ZONE
SCHOOL DISTRICT	COACHELLA VALLEY UNIFIED
COUNTY SERVICE AREA	125 - THERMAL ST LIGHTING
EXISTING SPECIFIC PLAN	NONE
PROPOSED SPECIFIC PLAN	THERMAL RANCH SP

NOTES

1. PROVIDED PARKING CALCULATION AS PER THERMAL RANCH SP
2. BURRTEC IS THE DESIGNATED FRANCHISE SOLID WASTE (TRASH) HAULER.
3. NO DETENTION/RETENTION BASINS ARE PROPOSED WITHIN PPT 230005. WILL RELY ON BASINS ELSEWHERE. SEE SEPARATE GRADING PLAN.



VICINITY MAP
N.T.S.

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SHEET 1 OF 1 SHEETS

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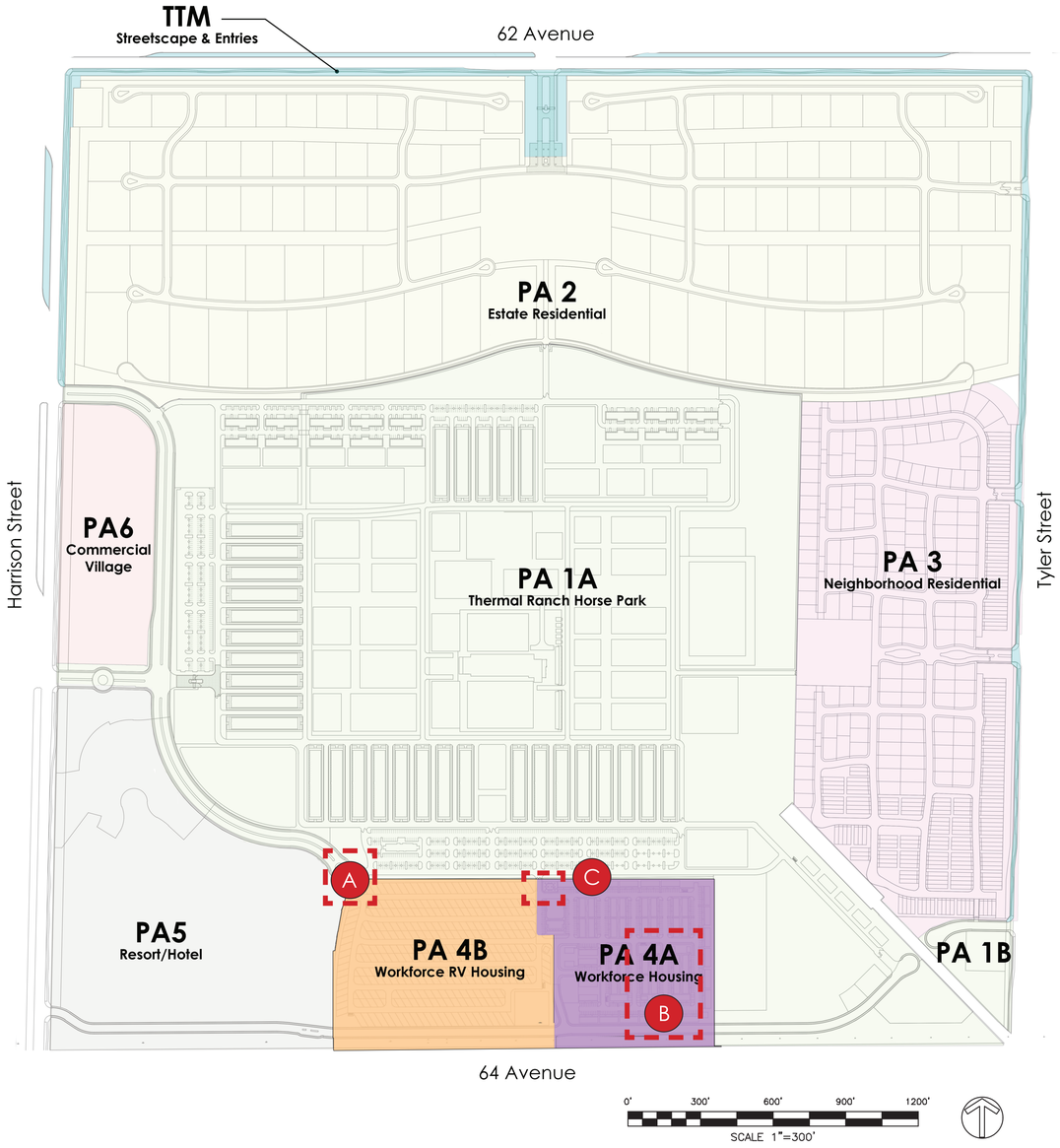

APPLICANT/LAND OWNER: THERMAL RANCH, LLC
19312 CANYON DRIVE
VILLA PARK, CALIFORNIA 92861
JEREMY SMITH 760-801-5166

LANDSCAPE ARCHITECT: MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
ROBERT PARKER 760-320-9811

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.2; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change.

Assessor's Parcel Number: 751-020-002, -003, -006, & -007

Notes per Ordinance 859.3
- Hydrozones will be properly designated. Applicant must indicate proposed method(s) of irrigation.
- No overhead irrigation allowed within 24" of non-permeable surfaces.
- Subsurface or low-volume irrigation must be used for irregularly shaped areas, or areas less than 8 feet in width

All landscape plans shall comply with the screening and buffering Riverside County requirements.
- Evergreen plants shall be used where necessary to buffer and screen adjacent land uses.
- Landscaping shall be incorporated to soften the edges of buildings, structures, and streets in both commercial and indsutrial areas.
- Mechanical equipment and trash enclosure shall be identified and screened accordingly.
- Vines or other landscaping shall be added to fencing and walls to deter graffiti.

Proposed Maintenance Entity On-Site: Equestrian Center Maintained
Proposed Maintenance Entity Off-Site: Master Association Maintained

The project site is not located within Multiple Species Habitat Conservation Plan (MSHCP) area.

The projeict shall comply with the Thermal Design Guidelines.

Enlargement Areas

A *North Entry*

B *Workforce Housing*

C *Entry & Picnic Area*

REGISTERED LANDSCAPE ARCHITECT ROBERT E. PARKER JR. #5219 REN 8-31-27 STATE OF CALIFORNIA

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Thermal Ranch Workforce Housing (PA-4 A & B) | Key Map

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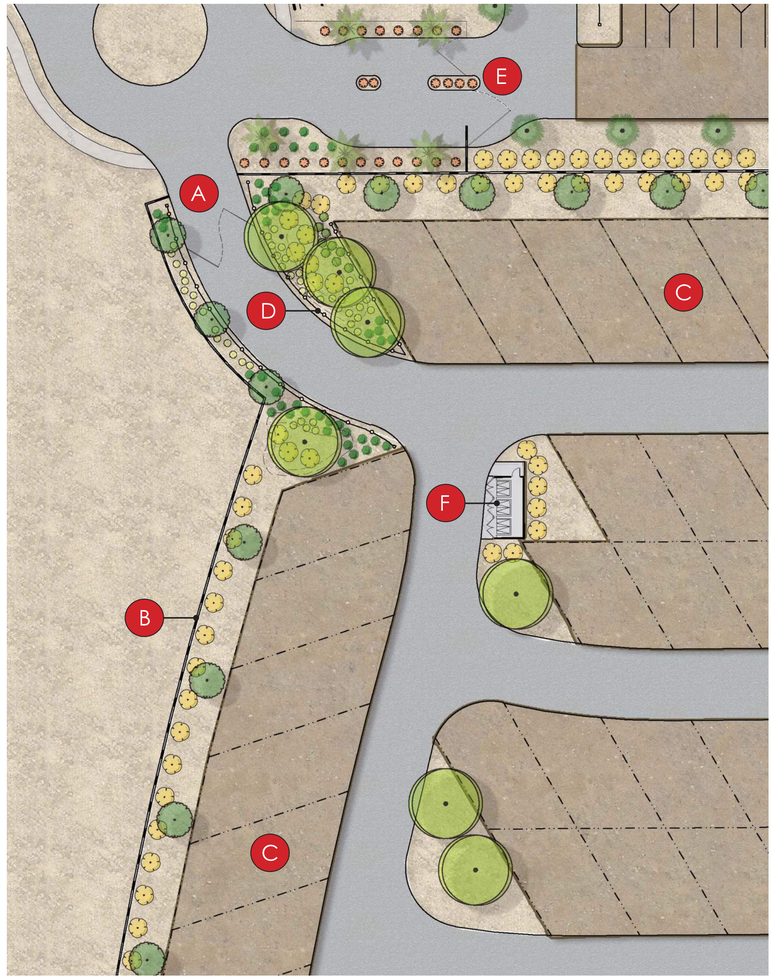


North Entry

0' 30' 60' 90' 120'
SCALE 1"=30'

Legend

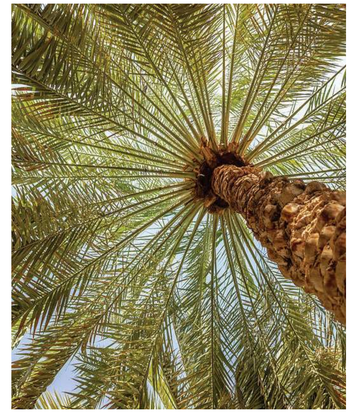
- A *Egress and RV Entry Gate*
- B *CMU Block Wall*
- C *RV Spaces*
- D *Ranch Fence*
- E *Horse Park VIP Gate*
- F *Trash Enclosure*

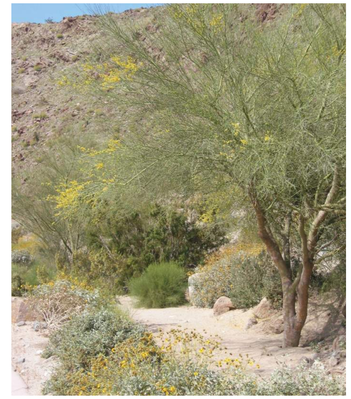
Planting Legend

- LARGE AND MEDIUM TREES
- UPRIGHT TREES
- SMALL TREES
- PALMS
- ACCENT PALMS
- LARGE ACCENTS
- SMALL ACCENT/CACTI
- LARGE GRASSES
- MEDIUM/SMALL GRASSES
- LARGE SHRUBS
- MEDIUM SHRUBS
- GROUNDCOVERS
- VINES
- LAWN TYPE TBD
- DECOMPOSED GRANITE TYPE TBD
- STABILIZED DECOMPOSED GRANITE TYPE TBD
- 3/8" GRAVEL TYPE TBD

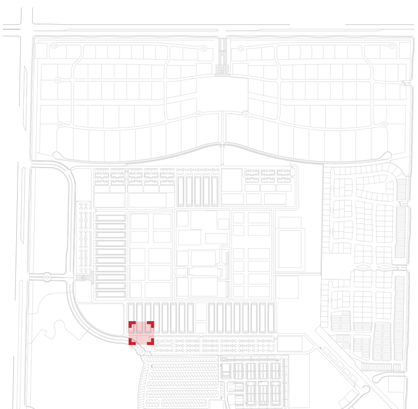
**See Sheet L-8 for Full Legend*

Character Imagery







Thermal Ranch Workforce Housing (PA-4 A & B) | North Entry

September 15, 2025 | L-2

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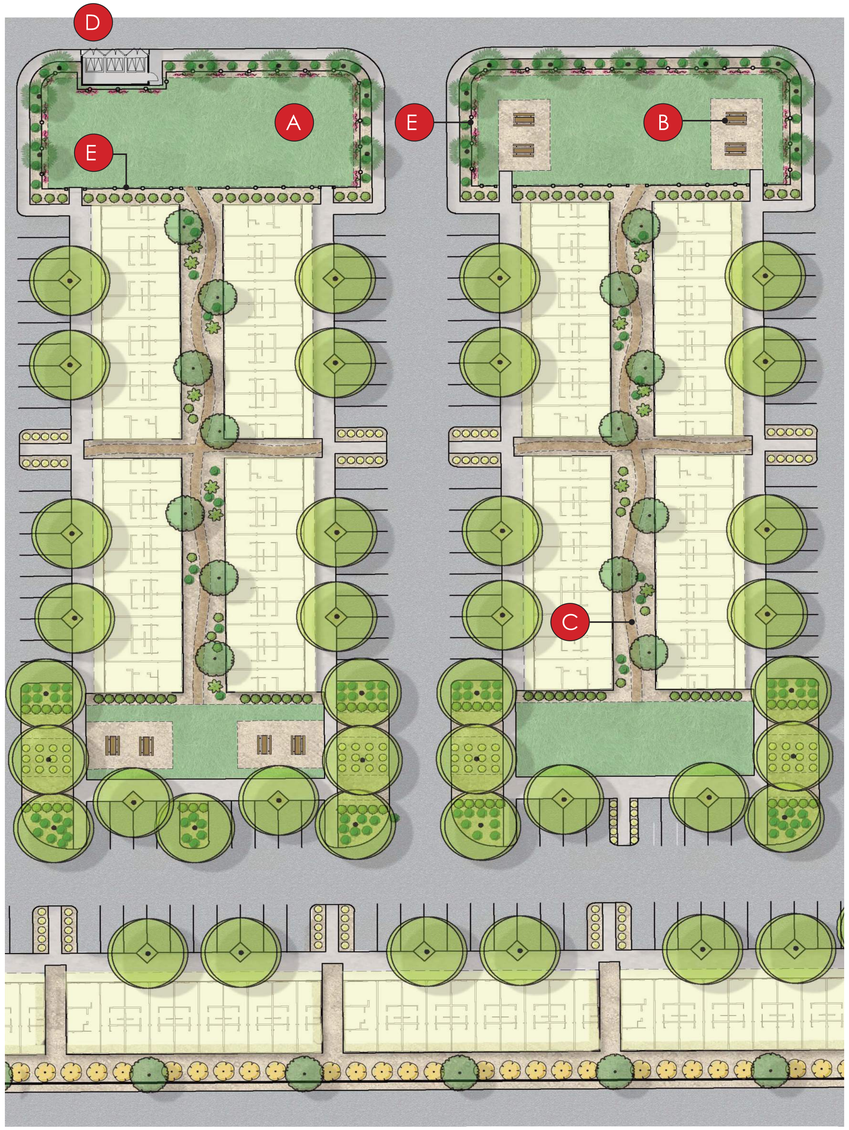
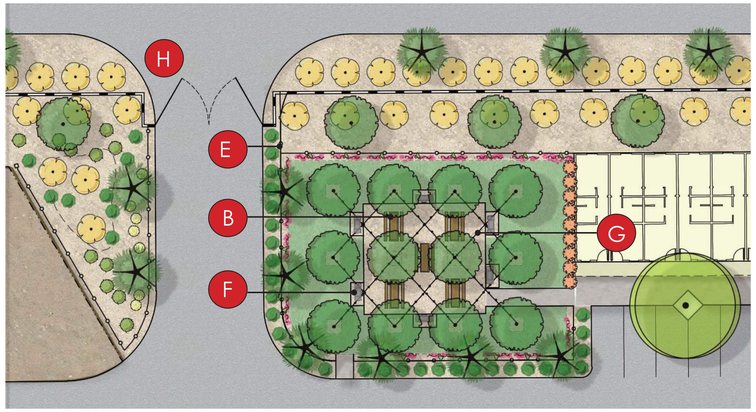


Workforce Housing

0' 30' 60' 90' 120'
SCALE 1"=30'



Entry & Picnic Area

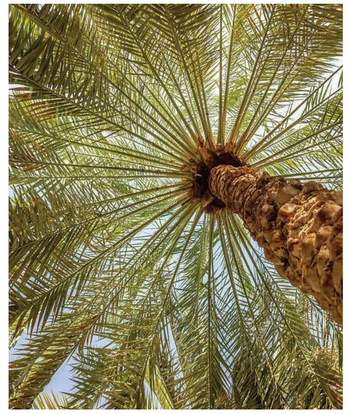
0' 20' 40' 60' 80'
SCALE 1"=20'

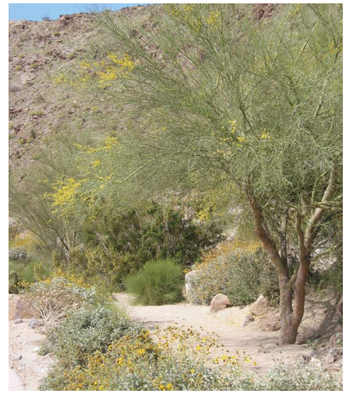
Planting Legend

LARGE AND MEDIUM TREES	LARGE SHRUBS
UPRIGHT TREES	MEDIUM SHRUBS
SMALL TREES	GROUNDCOVERS
PALMS	VINES
ACCENT PALMS	LAWN TYPE TBD
LARGE ACCENTS	DECOMPOSED GRANITE TYPE TBD
SMALL ACCENT/CACTI	STABILIZED DECOMPOSED GRANITE TYPE TBD
LARGE GRASSES	3/8" GRAVEL TYPE TBD
MEDIUM/SMALL GRASSES	

See Sheet L-8 for Full Legend

Character Imagery

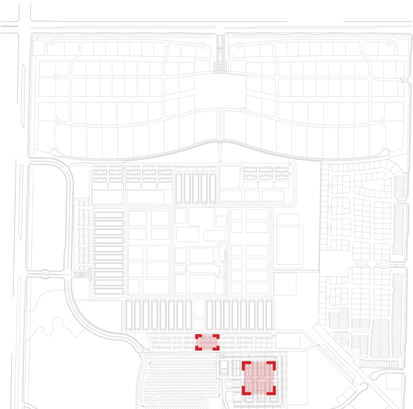




Legend

- A *Activity Lawn*
- B *Picnic Tables*
- C *Trail*
- D *Trash Enclosure*
- E *Ranch Fence*
- F *BBQ*
- G *String Lights*
- H *Entry Gate*



Thermal Ranch Workforce Housing (PA-4 A & B) | Workforce Housing

September 15, 2025 | L-3

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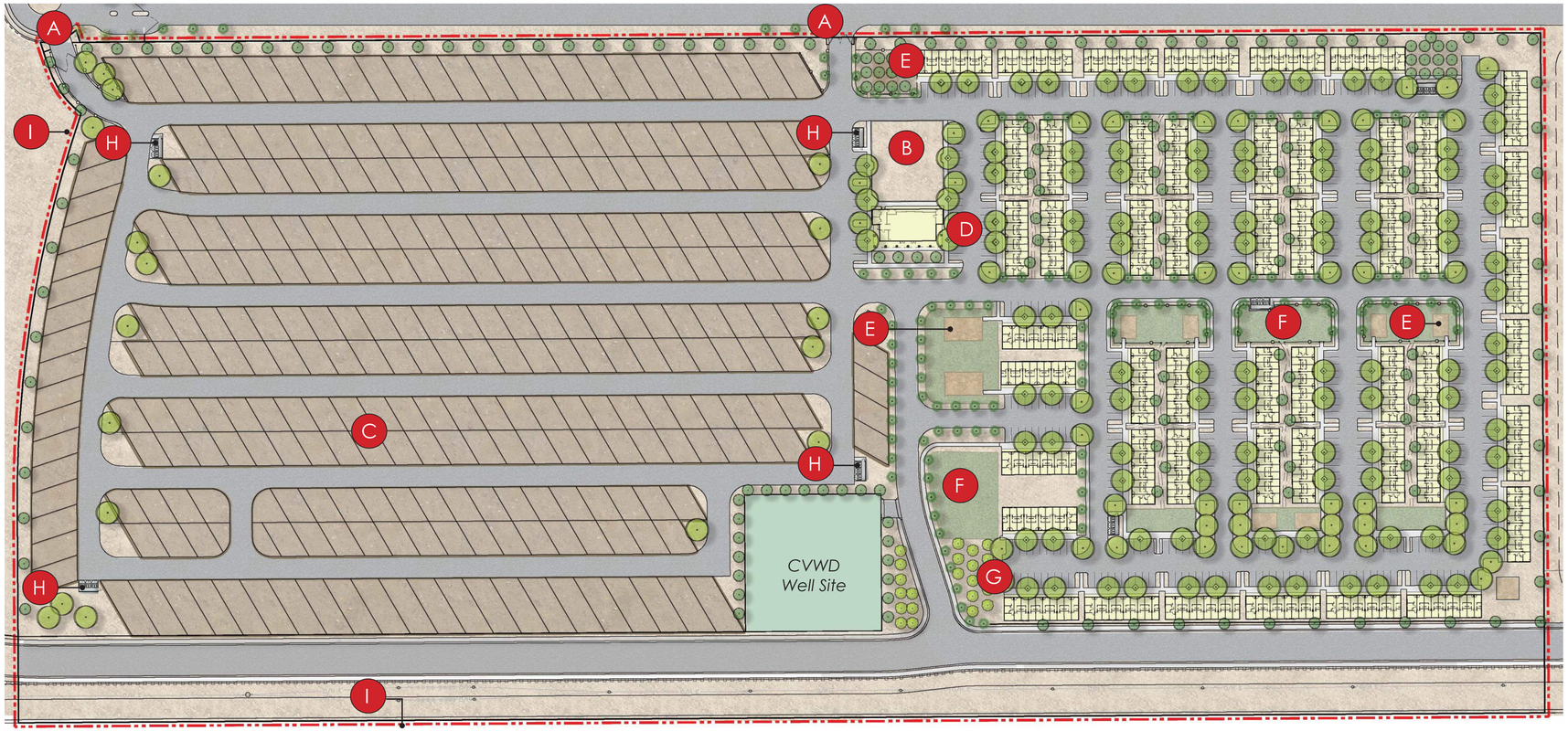


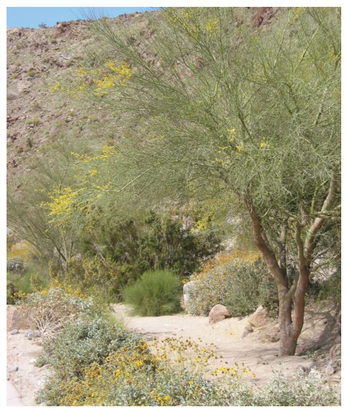
Overall Tree Plan

0' 80' 160' 240' 320'
SCALE 1"=80'

Legend

- A *Entry Gate*
- B *BOH Storage*
- C *RV Spaces*
- D *Laundry Mat*
- E *Picnic Area*
- F *Activity Lawn*
- G *Citrus Tree Grove*
- H *Trash Enclosure*
- I *Limit Of Work Line*

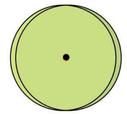
Character Imagery







Planting Legend



LARGE AND MEDIUM TREES



UPRIGHT TREES



SMALL TREES



PALMS



ACCENT PALMS



LARGE ACCENTS

SMALL ACCENT/CACTI



LARGE GRASSES

MEDIUM/SMALL GRASSES



LARGE SHRUBS



MEDIUM SHRUBS

GROUNDCOVERS

VINES



LAWN
TYPE TBD



DECOMPOSED GRANITE
TYPE TBD



STABILIZED DECOMPOSED GRANITE
TYPE TBD



3/8" GRAVEL
TYPE TBD

**See Sheet L-8 for Full Legend*

Thermal Ranch Workforce Housing (PA-4 A & B) | Overall Tree Plan

September 15, 2025 | L-4

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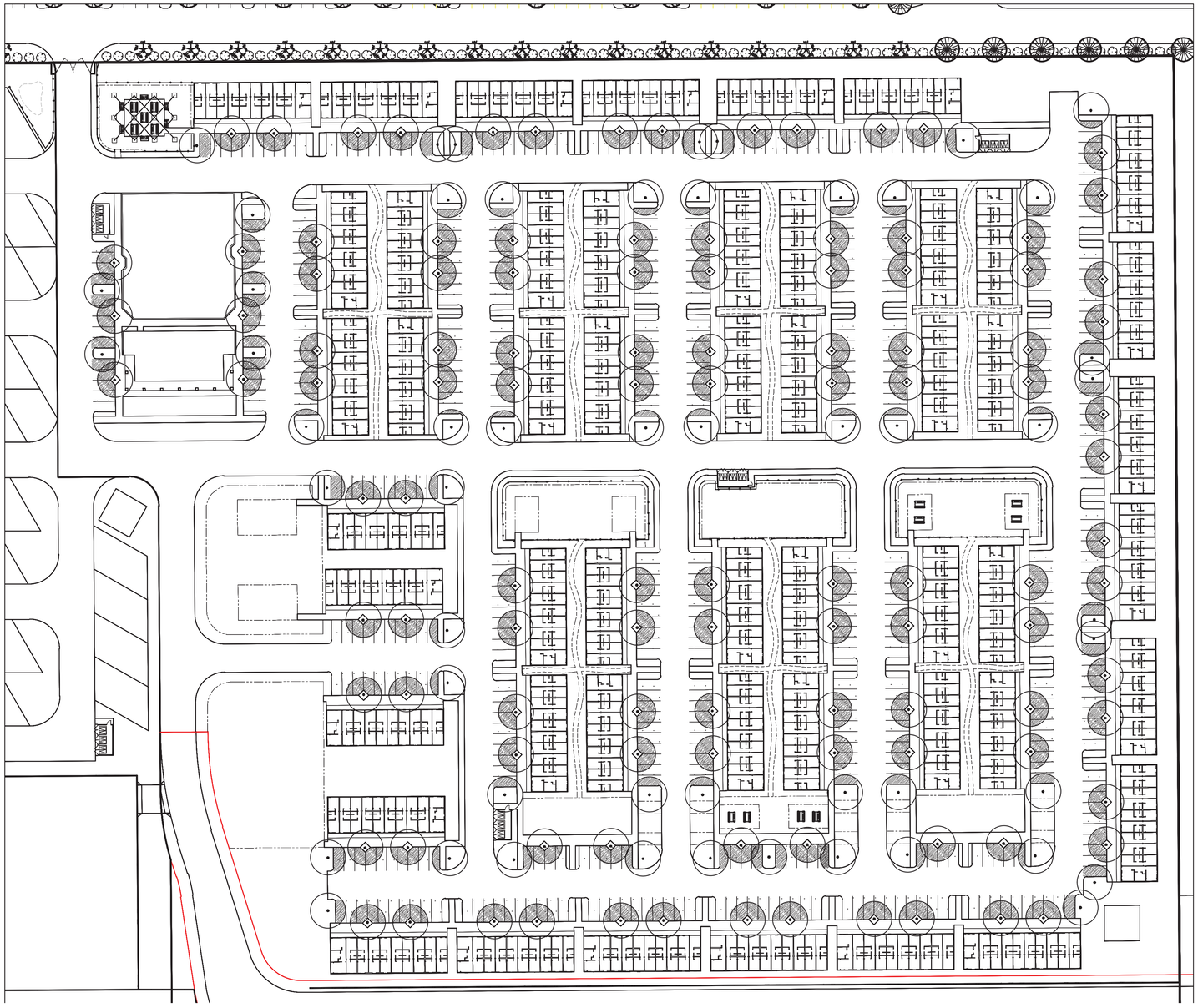

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

Landscape Shade Analysis

EXHIBIT DATE: DECEMBER 6, 2024

ONSITE PARKING DATA:	PARKING STALL AREA	SHADED PARKING AREA	PERCENTAGE	LANDSCAPE AREA	PERCENTAGE
TOTAL PARKING	97,398 SF	48,530 SF	50%	15,088 SF	15%

*TREES SHOWN WITH 25' CANOPY AT 15 YEARS OF AGE per Riverside County Ordinance 348, Section 18.12 and meets required "Percentage of Parking Area to be Shaded" based on number of parking spaces; 50+ parking spaces, 50% minimum shading.

Landscape area calculations (islands, medians, etc.) within the parking areas per Riverside County Ordinance 348, Section 18.12, requirement: 50+ parking spaces, 10% of parking area.

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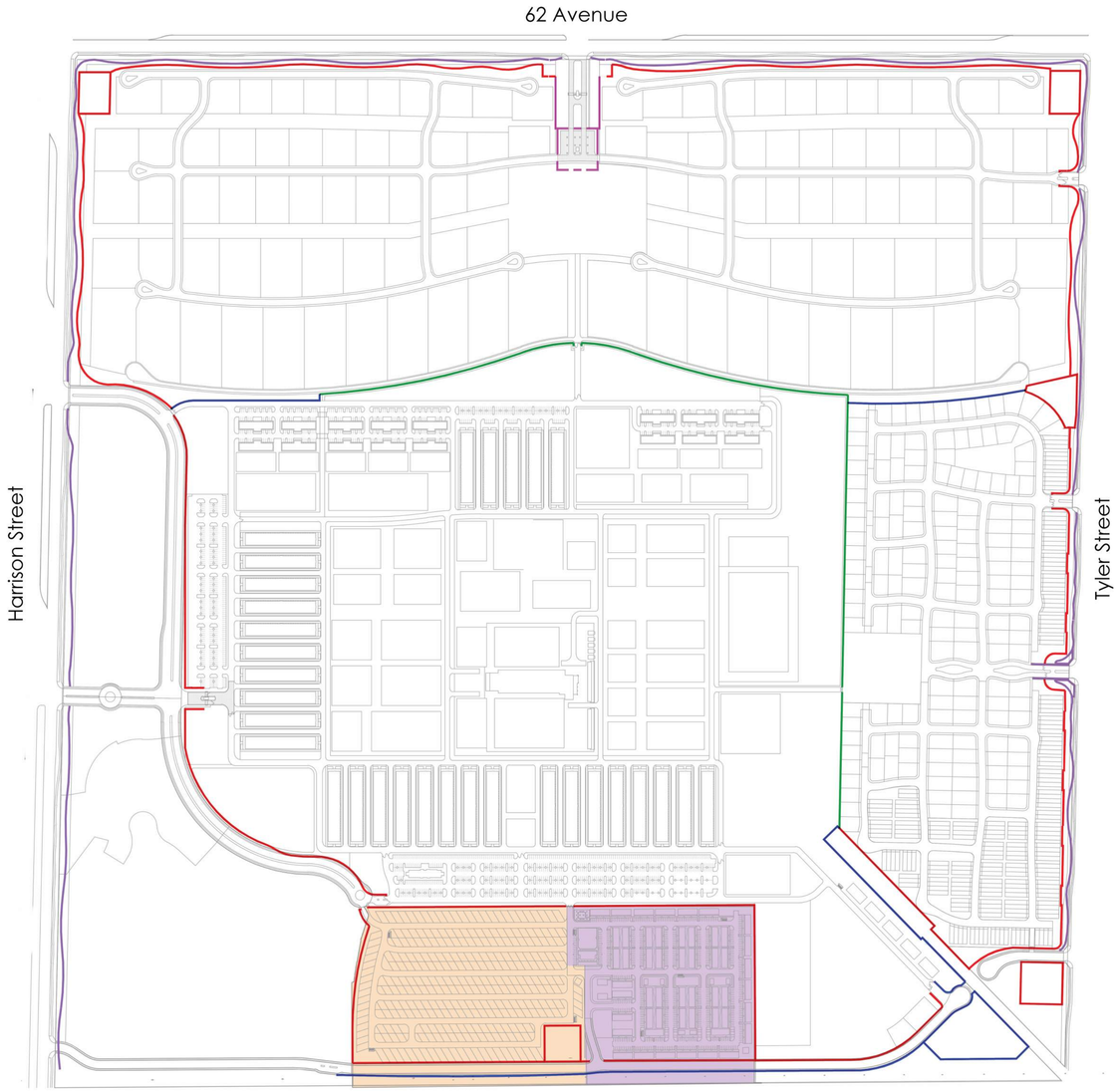
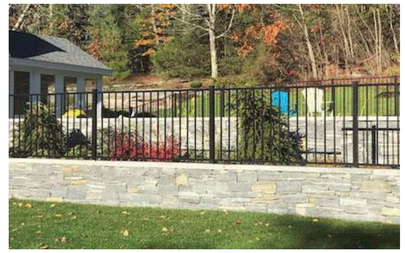


Legend

- *6' - 10' Sack Finish or Colored Slump Block Wall*
- *6' Tubular Steel Fence*
- *View Fence with Knee Wall - 6' Wood or Steel*
- *Ranch Fence - 2-4 Rail Wood or Vinyl*




6'-10' Sack Finish or Colored Slump Block Wall




View Fence with Knee Wall - 6' Wood or Steel




Ranch Fence - 2-4 Rail Wood or Vinyl




Accent Wall - Masonry, Poured in Place Concrete, or Stucco

Thermal Ranch Workforce Housing (PA-4 A & B) | Wall and Fence Plan

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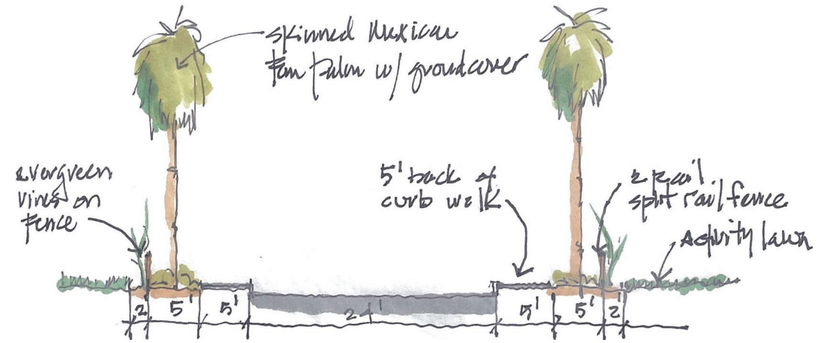

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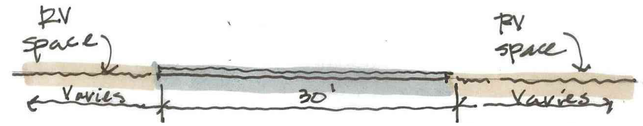
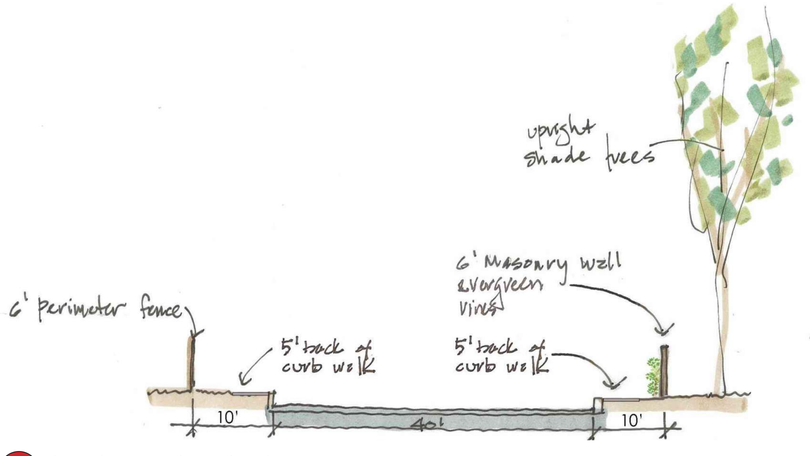


B RV Park Street



C South Road Typical

Thermal Ranch Workforce Housing (PA-4 A & B) | Sections

September 15, 2025 | L-7

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Concept Plant Legend

LARGE AND MEDIUM TREES
15GAL - 36"BOX
BAUHINIA VARIEGATA (PURPUREA) / PURPLE ORCHID TREE
CHORISIA SPECIOSA / SILK FLOSS TREE
OLEA EUROPAEA `SWANHILL FRUITLESS` / EUROPEAN OLIVE
PARKINSONIA SPECIES
PROSOPIS SPECIES
TIPUANA TIPU / TIPU TREE
SCHINUS MOLLE / CALIFORNIA PEPPER

UPRIGHT TREES
15GAL - 36"BOX
ACACIA SALICINA / WILLOW ACACIA
ACACIA STENOPHYLLA / SHOESTRING ACACIA
ACACIA WILLARDIANA / PALO BLANCO
CALLISTEMON SPECIES
EUCALYPTUS SPECIES

SMALL TREES
15GAL - 36"BOX
ACACIA ANEURA / MULGA
ACACIA FARNESIANA / SWEET ACACIA
CAESALPINIA CACALACO "SMOOTHIE" / CASCALOTE
CITRUS SPECIES

PALMS
20`-30` HT
PHOENIX DACTYLIFERA / DATE PALM
WASHINGTONIA ROBUSTA / MEXICAN FAN PALM

ACCENT PALMS
24"-36" BOX
BISMARCKIA NOBILIS / BISMARK PALM
BEAUCARNEA RECURVATA / PONY TAIL PALM
CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM

LARGE ACCENTS
5-15 GAL
AGAVE ANGUSTIFOLIA / CENTURY PLANT
DASYLIRION WHEELERI / GREY DESERT SPOON
FEROCACTUS ACANTHODES / COMPASS BARREL
NOLINA NELSONII / BLUE NOLINA
OPUNTIA SANTA-RITA / SANTA RITA PRICKLYPEAR
YUCCA SPECIES

SMALL ACCENTS/ CACTI
1 GAL
ECHINOCACTUS GRUSONII / GOLDEN BARREL CACTUS
HESPERALOE SPECIES

LARGE GRASS
1-5 GAL
SPOROBOLUS AIROIDES / ALKALI SACATON
SPOROBOLUS WRIGHTII / BIG SACATON

MEDIAN/SMALL GRASS
1-5 GAL
MUHLENBERGIA SPECIES
PENSTEMON SP.(RED) / MIXED PENSTEMON SPECIES
CAREX SPECIES

LARGE SHRUBS
5 GAL
CAESALPINIA PULCHERRIMA / RED BIRD OF PARADISE
CASSIA SPECIES
LEUCOPHYLLUM SPECIES
NERIUM OLEANDER / OLEANDER
SIMMONDSIA CHINENSIS / JOJOBA

MEDIUM SHRUBS
5 GAL
BOUGAINVILLEA SPECIES
CALLISTEMON VIMINALIS `LITTLE JOHN` / DWARF WEEPING BOTTLE BRUSH
CARISSA MACROCARPA `GREEN CARPET` / GREEN CARPET NATAL PLUM
DALEA SPECIES
EREMOPHILA SPECIES
JUNIPERUS C. `BLUE PACIFIC` / BLUE PACIFIC JUNIPER
LANTANA SPECIES
OLEA EUROPAEA `MONTRA` / LITTLE OLLIE DWARF OLIVE

GROUNDCOVERS
1-5 GAL
ACACIA REDOLENS `DESERT CARPET` TM / BANK CATCLAW
DALEA SPECIES
JUNIPERUS SPECIES
LANTANA SPECIES
PORTULACARIA AFRA / ELEPHANT BUSH
PYRACANTHA FORTUNEANA `GRABERI` / GRABERI PYRACANTHA

VINE
1-5 GAL
BOUGAINVILLEA X `BARBARA KARST` / BARBARA KARST BOUGAINVILLEA
ROSA BANKSIAE `ALBA PLENA` / WHITE LADY BANK`S ROSE

LAWN
TYPE TBD

DECOMPOSED GRANITE
TYPE TBD

STABILIZED DECOMPOSED GRANITE
TYPE TBD

3/8" GRAVEL
TYPE TBD


























Thermal Ranch Workforce Housing (PA-4 A & B) | Plant Legend

September 15, 2025 | L-8

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PLANT SCHEDULE TREES

BOTANICAL / COMMON NAME	SIZE	WU	CANOPY	MATURE HEIGHT	MATURE WIDTH
ACCENT PALM TREES					
BEAUCARNEA RECURVATA PONY TAIL PALM	24"BOX	M 0.5	10'	6 - 10ft. ht.	3 - 6ft. w.
BISMARCKIA NOBIUS BISMARK PALM	24"BOX	M 0.5	12'	20 - 50ft. ht.	10 - 15ft. w.
CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	36"BOX	M 0.5	8'	6ft. ht.	6 - 10ft. w.
LARGE AND MEDIUM TREES					
BAUHINIA VARIEGATA (PURPUREA) PURPLE ORCHID TREE	15 GAL	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
CHORISIA SPECIOSA SILK FLOSS TREE	24"BOX	M 0.5	20'	40 - 65ft. ht.	25 - 40ft. w.
OLEA EUROPAEA `SWANHILL FRUITLESS` EUROPEAN OLIVE	36"BOX	L 0.2	30'	25 - 40ft. ht.	25 - 40ft. w.
PARKINSONIA SPECIES	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
PROSOPIS SPECIES	24"BOX	L 0.2	20'	25 - 40ft. ht.	25 - 40ft. ht.
SCHINUS MOLLE CALIFORNIA PEPPER	36"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
TIPUANA TIPU TIPU TREE	24"BOX	M 0.5	30'	25 - 40ft. ht.	25 - 40ft. w.
PALM TREES					
PHOENIX DACTYLIFERA DATE PALM	+20`-30` HTS	M 0.5	20'	25 - 40ft. ht.	25 - 40ft. w.
WASHINGTONIA ROBUSTA MEXICAN FAN PALM	+20`-30` HTS	M 0.5	15'	25 - 40ft. ht.	6 - 10ft. w.
SMALL TREES					
ACACIA ANEURA MULGA	24"BOX	L 0.2	15'	15ft. ht.	10 - 15ft. ht.
ACACIA FARNESIANA SWEET ACACIA	24"BOX	L 0.2	20'	15 - 25ft. ht.	15 - 25ft. w.
CAESALPINIA CACALACO "SMOOTHIE" CASCALOTE	24"BOX	L 0.2	20'	10 - 15ft. ht.	10 - 15ft. w.
CITRUS SPECIES	24"BOX	M 0.5	15'	20 - 30ft. ht.	15 - 25 ft. w.
UPRIGHT TREES					
ACACIA SALICINA WILLOW ACACIA	24"BOX	M 0.5	15'	25ft. ht.	15 - 25ft. w.
ACACIA STENOPHYLLA SHOESTRING ACACIA	24"BOX	L 0.2	20'	25 - 40ft. ht.	10 - 15ft. w.
ACACIA WILLARDIANA PALO BLANCO	24"BOX	L 0.2	20'	15 - 25ft. ht.	10 - 15ft. ht.
CALLISTEMON SPECIES	24"BOX	M 0.5	20'	15 - ' ht.	15 - 25ft. w.
EUCALYPTUS SPECIES	15 GAL	M 0.5	15'	25 ft. ht.	40 - 0' w.

PLANT SCHEDULE SHRUBS

BOTANICAL / COMMON NAME	SIZE	WU	SPACING	MATURE HEIGHT	MATURE WIDTH
SHRUBS					
BOUGAINVILLEA SPECIES	5 GAL	M 0.5	60" o.c.	3 - 15ft. ht.	6 - 15ft. ht.
CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE	5 GAL	L 0.2	72" o.c.	10 - ' ht.	10 - 15ft. w.
CALLISTEMON VIMINALIS `LITTLE JOHN` DWARF WEEPING BOTTLE BRUSH	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
CARISSA MACROCARPA `GREEN CARPET` GREEN CARPET NATAL PLUM	5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
CASSIA SPECIES	5 GAL	L 0.2	48" o.c.	10 - 15ft. ht.	10 - 15ft. w.
DALEA SPECIES	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
EREMOPHILA SPECIES	5 GAL	L 0.2	36" o.c.	18 - 36in. ht.	4 - 10ft. ht.
JUNIPERUS SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	1 - 3ft. w.
LANTANA SPECIES	5 GAL	M 0.5	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
LEUCOPHYLLUM SPECIES	5 GAL	L 0.2	48" o.c.	3 - 1' ht.	3 - 6ft. w.
NERIUM OLEANDER `PETITE PINK` DWARF OLEANDER	5 GAL	M 0.5	60" o.c.	3 - 6ft. ht.	3 - 6ft. w.
OLEA EUROPAEA `MONTRA` LITTLE OLLIE DWARF OLIVE	5 GAL	L 0.2	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
SIMMONDSIA CHINENSIS JOJOBA	5 GAL	L 0.2	48" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACCENTS					
AGAVE SPECIES	5 - 15 GAL	L 0.2	48" o.c.	1 - 6ft. ht.	1 - 6ft. ht.
DASYLIRION WHEELERI GREY DESERT SPOON	5 - 15 GAL	L 0.2	60" o.c.	3 - 1' ht.	3 - 6ft. w.
ECHINOCACTUS GRUSONII GOLDEN BARREL CACTUS	5 - 15 GAL	L 0.2	24" o.c.	18 - 36in. ht.	1 - 3ft. w.
FEROCACTUS ACANTHODES COMPASS BARREL	5 - 15 GAL	L 0.2	24" o.c.	1 - 8ft. ht.	2 - 3ft. ht.
HESPERALOE SPECIES	5 - 15 GAL	L 0.2	30" o.c.	2 - 4ft. ht.	1 - 4ft. ht.
NOLINA NELSONII BLUE NOLINA	5 - 15 GAL	L 0.2	48" o.c.	4 - 6ft. ht.	6 - 10ft. w.
OPUNTIA SANTA-RITA SANTA RITA PRICKLYPEAR	5 - 15 GAL	L 0.2	36" o.c.	3 - 1' ht.	3 - 1' w.
YUCCA SPECIES	5 - 15 GAL	L 0.2	72" o.c.	5 - 15ft. ht.	2 - 4ft. ht.
GRASSES					
MUHLENBERGIA RIGENS DEER GRASS	5 GAL	M 0.5	48" o.c.	3 - 6ft. ht.	3 - 6ft. w.
PENSTEMON SPECIES MIXED SPECIES	5 GAL	M 0.5	36" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS AIROIDES ALKALI SACATON	5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	1 - 3ft. w.
SPOROBOLUS WRIGHTII BIG SACATON	5 GAL	M 0.5	48" o.c.	3 - 5ft. ht.	3 - 5ft. ht.

GROUNDCOVERS					
JUNIPERUS SPECIES	1 - 5 GAL	M 0.5	48" o.c.	2ft. ht.	6 - 8ft. w.
PYRACANTHA FORTUNEANA `GRABERI` GRABERI PYRACANTHA	1 - 5 GAL	M 0.5	96" o.c.	6 - 10ft. ht.	6 - 10ft. w.
ACACIA REDOLENS `DESERT CARPET` TM BANK CATCLAW	1 - 5 GAL	L 0.2	48" o.c.	18 - 36in. ht.	6 - 10ft. w.
DALEA SPECIES	1 - 5 GAL	L 0.2	48" o.c.	6 - 18in. ht.	4 - 6ft. ht.
LANTANA SPECIES	1 - 5 GAL	M 0.5	48" o.c.	6 - 18in. ht.	3 - 6ft. w.
PORTULACARIA AFRA ELEPHANT BUSH	1 - 5 GAL	L 0.2	48" o.c.	6 - ' ht.	3 - 6ft. w.
VINE/ESPALIER					
BOUGAINVILLEA X `BARBARA KARST` BARBARA KARST BOUGAINVILLEA	5 GAL	M 0.5	96" o.c.	10 - 15ft. ht.	10 - 20ft. ht.
ROSA BANKSIAE `ALBA PLENA` WHITE LADY BANK`S ROSE	5 GAL	M 0.5	96" o.c.	< 15ft. ht.	6 - 10ft. ht.
BASIN GRASSES					
MUHLENBERGIA SPECIES	5 GAL	M 0.5	48" o.c.	3 - 6 ft. ht.	3- 6 ft. ht.
CAREX SPECIES	5 GAL	M 0.5	36" o.c.	1 - 3 ft. ht.	1 - 3 ft. ht.

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CASE: PPT230005
EXHIBIT: Exhibit B
DATE: 3/13/2025
PLANNER: Russell Brady

☐ Meeting ☑ Comment Agenda ☐ Final

LEGEND

BROWN = BUILDING & SAFETY GRADING DIVISION COMMENTS
PURPLE = PLANNING DEPARTMENT COMMENTS
GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
BLUE = FLOOD CONTROL DISTRICT COMMENTS
LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
RED = FIRE DEPARTMENT COMMENTS
YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS



DESERT EQUESTRIAN HOLDING

THERMAL RANCH

THERMAL, CALIFORNIA

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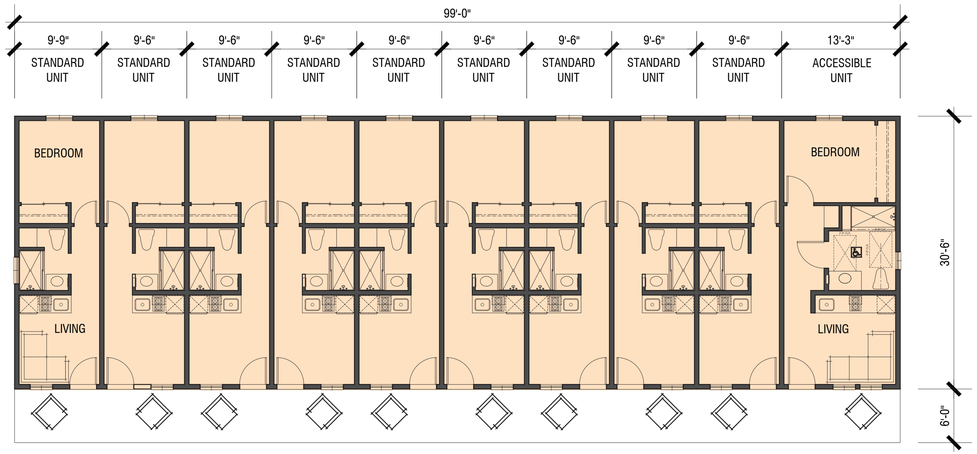
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO

02-16-2023



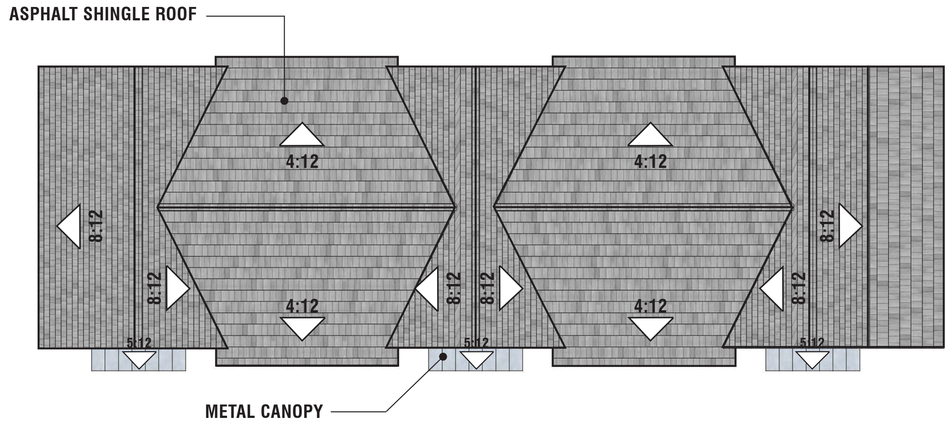
3020 SQ. FT.

FLOOR PLAN

0 4 8 16

FLOOR AREA TABLE	
FLOOR AREA	3020 SQ. FT.
STANDARD UNIT	300 SQ. FT.
ACCESSIBLE UNIT	400 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



ROOF PLAN

0 4 8 16

WORKFORCE HOUSING

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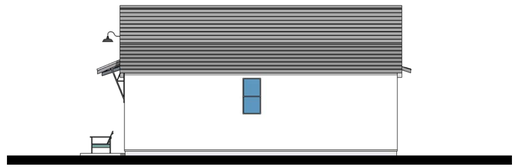
FRONT ELEVATION

0 4 8 16



RIGHT ELEVATION

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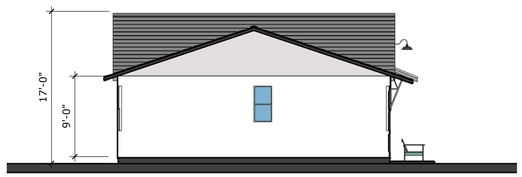

SECTION

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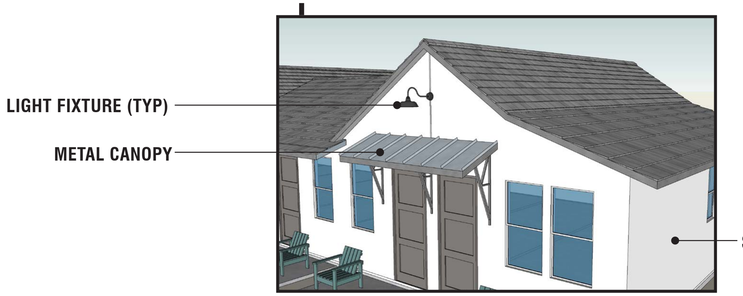



REAR ELEVATION

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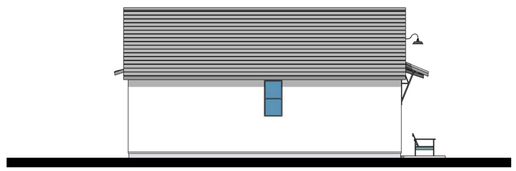

LEFT ELEVATION

0 4 8 16

WORKFORCE HOUSING

EQUESTRIAN CENTER AT THERMAL RANCH

THERMAL, CALIFORNIA

COUNTY SUBMITTAL

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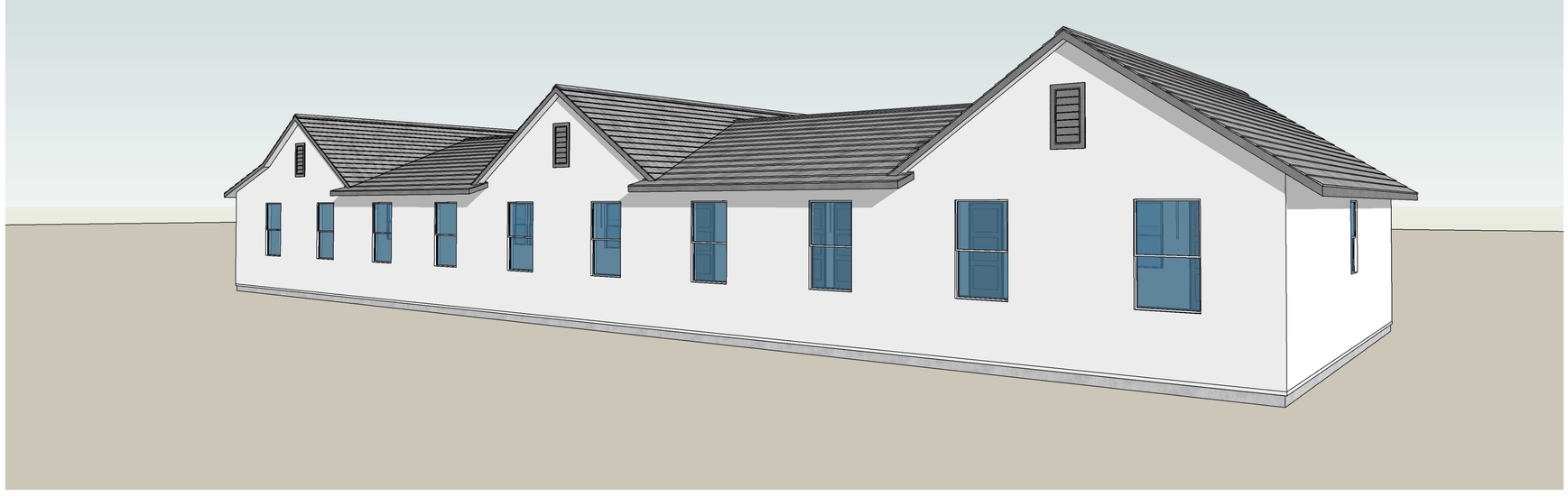
PERSPECTIVE - FRONT VIEW



PERSPECTIVE - REAR VIEW

WORKFORCE HOUSING

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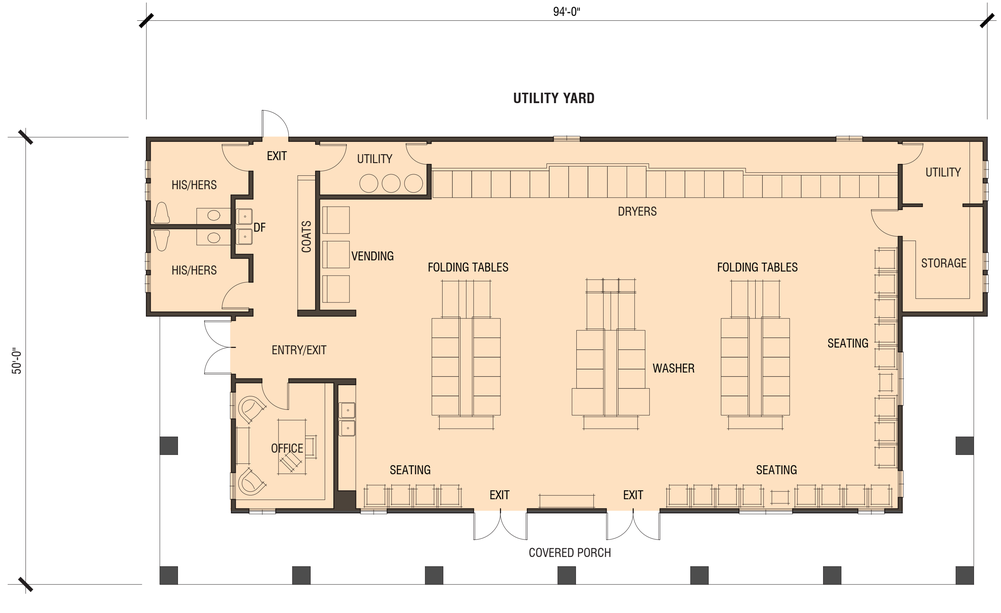
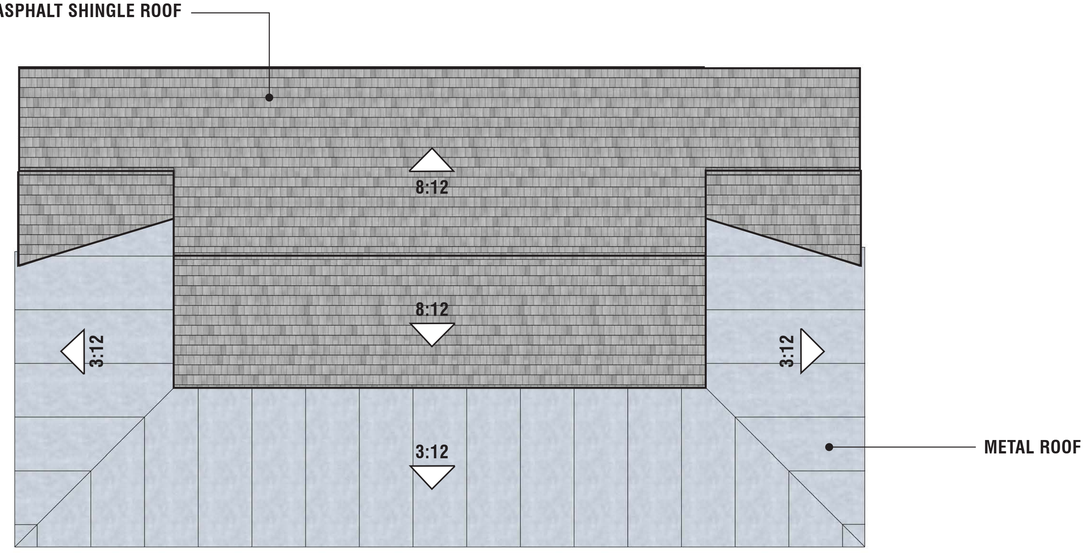


3530 SQ. FT.

FLOOR PLAN

0 4 8 16



ROOF PLAN

LAUNDRY BUILDING

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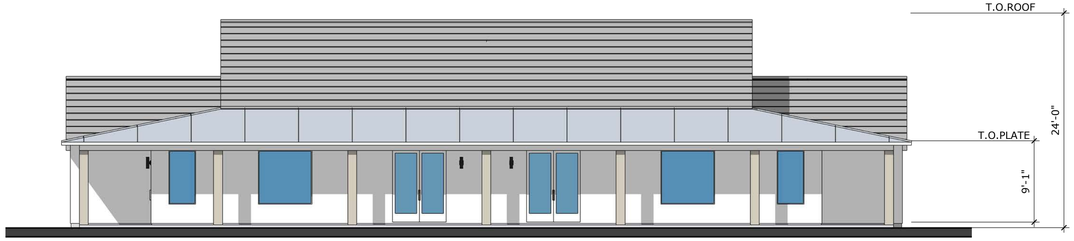

FRONT ELEVATION

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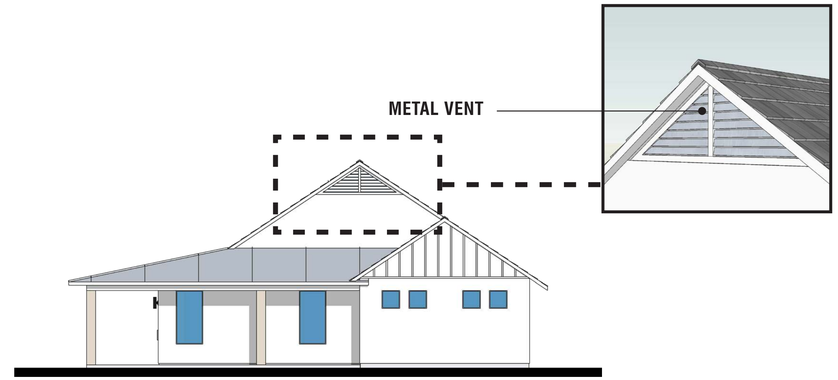

RIGHT ELEVATION

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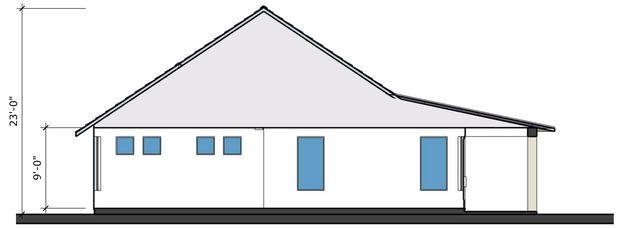
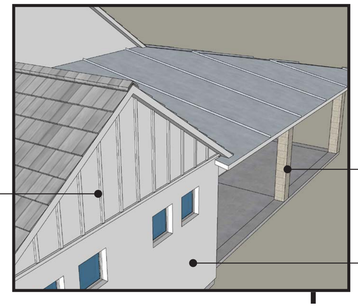
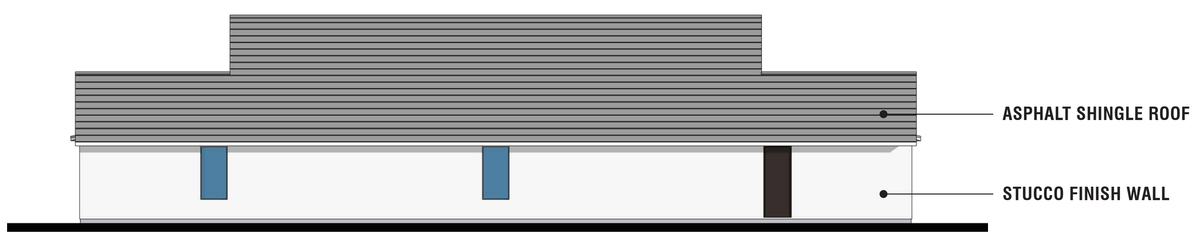


SECTION

0 4 8 16





REAR ELEVATION

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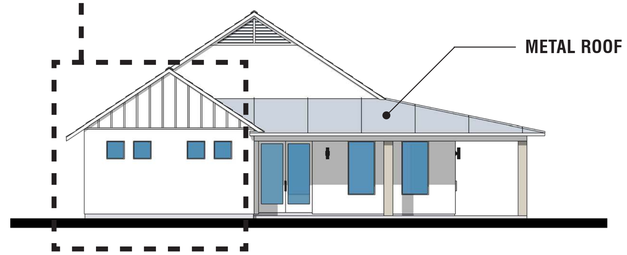

LEFT ELEVATION

0 4 8 16

LAUNDRY BUILDING

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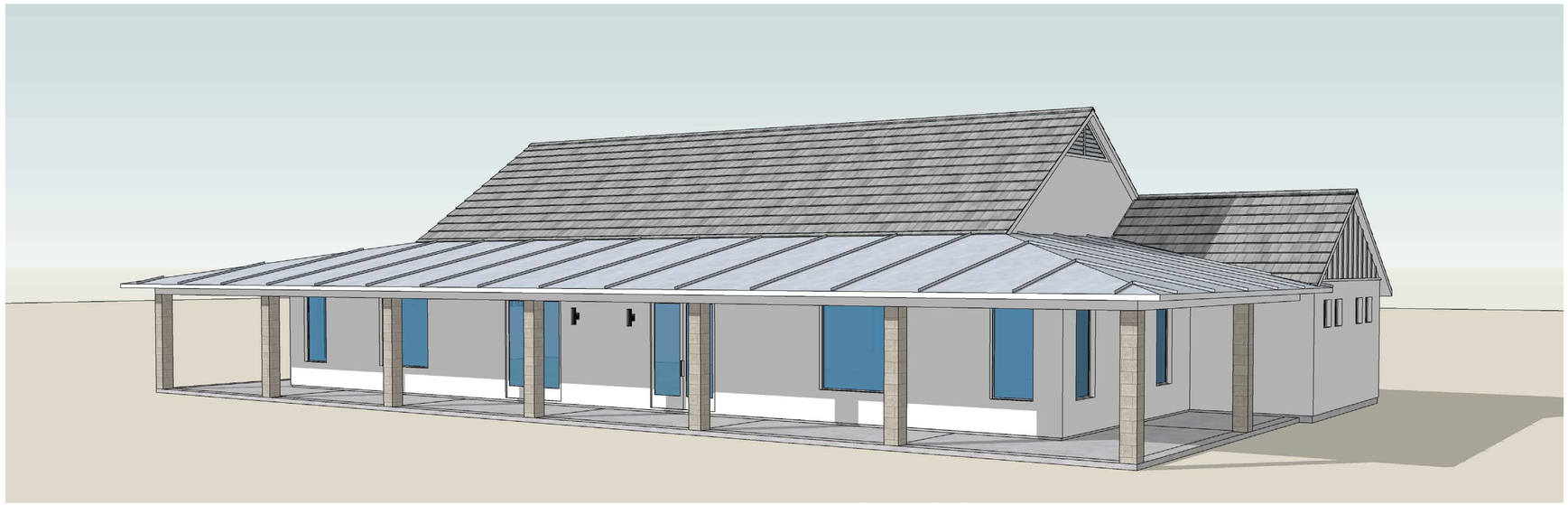
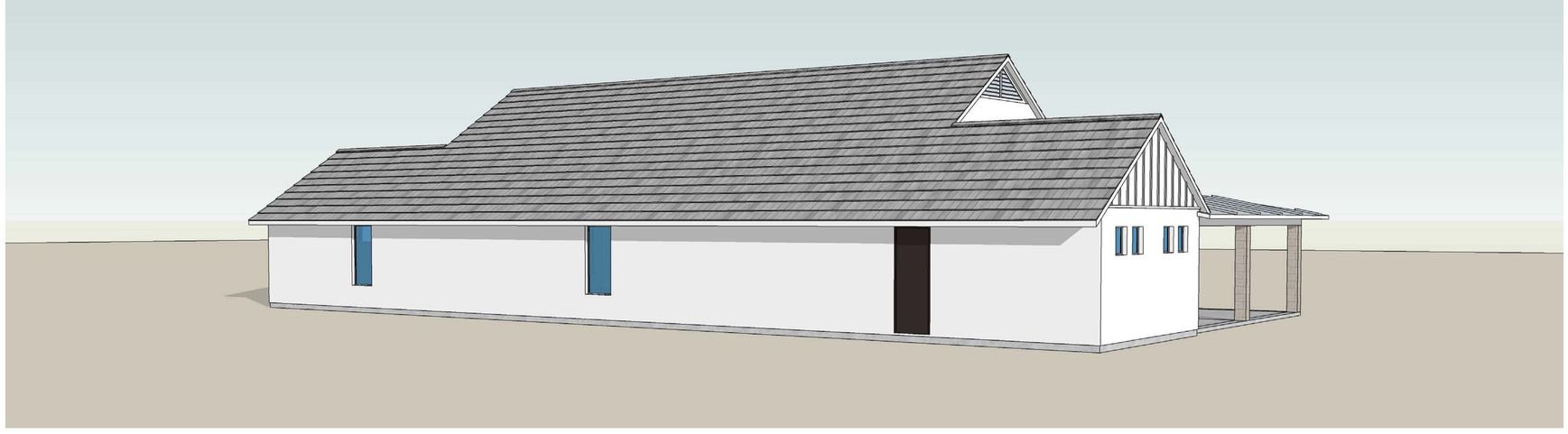


PERSPECTIVE - FRONT VIEW



PERSPECTIVE - REAR VIEW

LAUNDRY BUILDING

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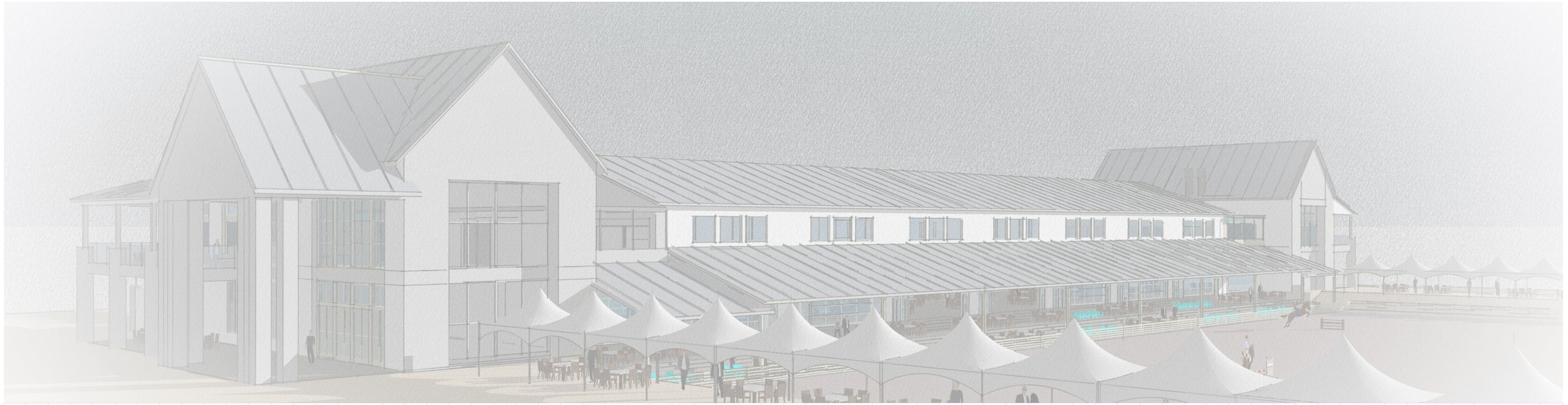
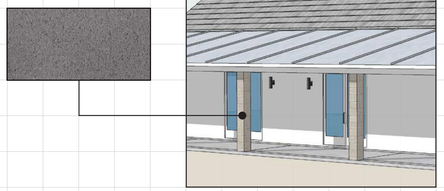




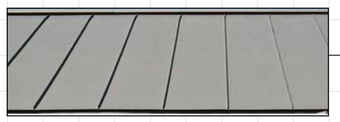
CONCRETE BLOCK COLUMN @ LAUNDRY BLDG.



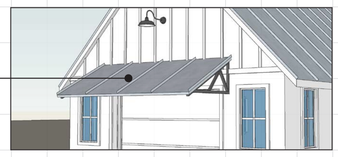
ASPHALT SHINGLE ROOFING

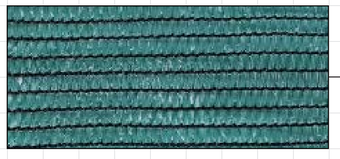


PRECAST CONCRTE BASE @ PRIMARY ENTRY GATE

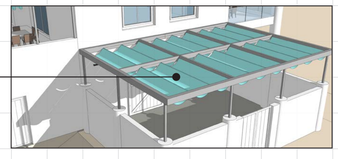


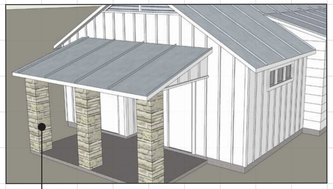
METAL ROOFING





CANOPY FABRIC @ VIP BARN

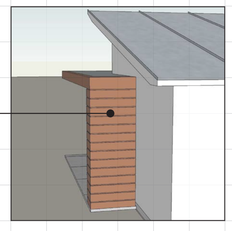




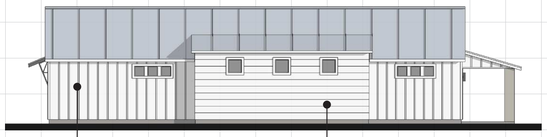


STONE VENEER @ LARGE RESTROOM





SIMULATED WOOD SIDING @ RETAIL BLDG.





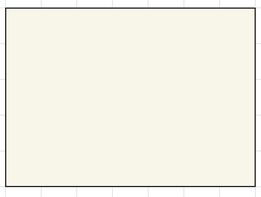
PAINTED BOARD & BATTEN SIDING



PAINTED HORIZONTAL SIDING



16/20 STUCCO TEXTURE



STUCCO & PAINTED SIDING CLR.

CONCEPTUAL COLORS AND MATERIALS

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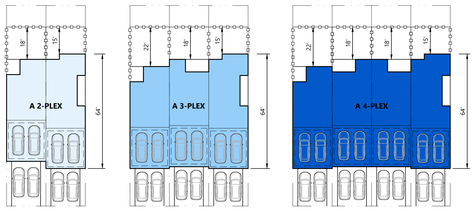
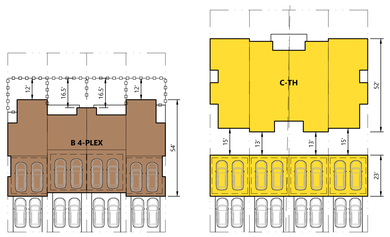


ATTACHED BUILDING: PLAN TYPE "A"
SCALE: 1" = 30'
NOTE: PROPOSED VEHICLE PARKING AS SHOWN. GUESTS WILL UTILIZE DRIVEWAYS FOR PARKING.



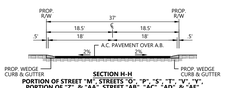
ATTACHED BUILDING: PLAN TYPE "B"
SCALE: 1" = 30'

ATTACHED BUILDING: PLAN TYPE "C"
SCALE: 1" = 30'

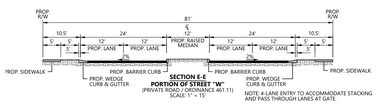
NOTE: PROPOSED VEHICLE PARKING AS SHOWN.
GUESTS WILL UTILIZE DRIVEWAYS FOR PARKING.



SECTION C-C
STREETS "AF" & "AG"
(PRIVATE ROAD / RESERVED LOT)
(ORDINANCE 461.11)
SCALE: 1" = 15'

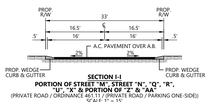


SECTION H-H
PORTION OF STREET "M", STREETS "O", "P", "S", "T", "V", "Y", PORTION OF "Z", & "AA", STREET "AB", "AC", "AD", & "AE"
(PRIVATE ROAD / PARKING ONE-SIDE)
SCALE: 1" = 15'

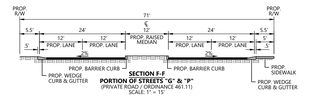


SECTION E-E
PORTION OF STREET "W"
(PRIVATE ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'

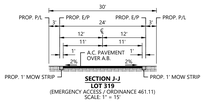
NOTE: 4-LANE ENTRY TO ACCOMMODATE STACKING AND PASS THROUGH LANES AT GATE.



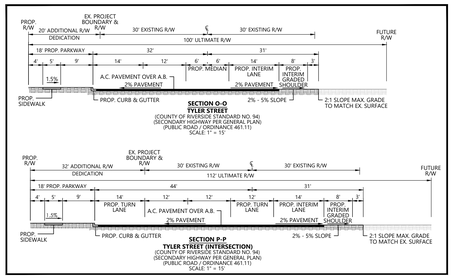
SECTION I-I
PORTION OF STREET "M", STREET "W", "Q", "R", "U", "X" & PORTION OF "T" & "AA"
(PRIVATE ROAD / ORDINANCE 461.11 / PRIVATE ROAD / PARKING ONE-SIDE)
SCALE: 1" = 15'



SECTION F-F
PORTION OF STREETS "G" & "P"
(PRIVATE ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'



SECTION J-J
LOT 319
(EMERGENCY ACCESS / ORDINANCE 461.11)
SCALE: 1" = 15'



SECTION O-O
TYLER STREET
(COUNTY OF RIVERSIDE STANDARD NO. 94)
(SECONDARY HIGHWAY PER GENERAL PLAN)
(PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'

SECTION P-P
TYLER STREET (INTERSECTION)
(COUNTY OF RIVERSIDE STANDARD NO. 94)
(SECONDARY HIGHWAY PER GENERAL PLAN)
(PUBLIC ROAD / ORDINANCE 461.11)
SCALE: 1" = 15'

TYLER STREET SECTIONS


STREET "M"
(LOT "K")
STREET "P"
(LOT "V")
STREET "W"
(LOT "AG")
STREET "V"
(LOT "AC")
STREET "T"
(LOT "AD")
TYLER STREET
(SECONDARY ACCESS)
(PRIMARY ACCESS)
PROP. RESIDENTIAL GATE
A 3-PLEX
A 4-PLEX
A 2-PLEX
C-TH
LOT 313 OPEN SPACE
LOT 314 OPEN SPACE / RETENTION
LOT 312 OPEN SPACE
LOT 316 OPEN SPACE
LOT 317 OPEN SPACE
LOT 331 WELL SITE
751-030-007 / AGRICULTURE EX.: GP: RM/OR EX.: ZONING: A-2-10
AGRICULTURE CONSERVATION 10 AC. MIN. GPA: RM/OR ZONING: SP ZONE
ACCESS RESTRICTED ALONG PROP. R/W (TYP.)
EX. OVERHEAD CABLE (UNDER 33kV)
EX. C/L
EX. PROJECT BOUNDARY
PROP. CURB & GUTTER
PROP. PROJECT BOUNDARY & R/W
EX. OVERHEAD ELECTRIC (UNDER 33kV)
N 35°52'40" E 29.82'
N 35°52'35" E 29.82'
N 01°07'29" E 1,313.19'
N 01°07'29" E 1,313.19'
N 01°07'29" E 1,313.19

SHEET MATCHLINE - SEE SHEET 1


STREET "W" (LOT "AG")
(PRIMARY ACCESS)
STREET "X" (LOT "AH")
STREET "Y" (LOT "AI")
STREET "Y" (LOT "AK")
STREET "Z" (LOT "AL")
STREET "AA" (LOT "AN")(PRIVATELY MAINTAINED)
STREET "AB" (LOT "AO")
STREET "AC" (LOT "AP")
STREET "AD" (LOT "AR")
STREET "AE" (LOT "AS")(PRIVATELY MAINTAINED)
STREET "AF" (LOT "AT")
STREET "T" (LOT "Z")
STREET "T" (LOT "Z")(PRIVATELY MAINTAINED)
STREET "O" (LOT "V")(PRIVATELY MAINTAINED)
STREET "O" (LOT "S")(PRIVATELY MAINTAINED)
(LOT "AQ")(PRIVATELY MAINTAINED)
LOT 316 OPEN SPACE
LOT 318 OPEN SPACE
LOT 321 OPEN SPACE
LOT 322 OPEN SPACE
LOT 323 OPEN SPACE
LOT 238
LOT 241
LOT 242
LOT 253
LOT 254
LOT 267
LOT 296 OPEN SPACE
LOT 319
A 4-PLEX
A 3-PLEX
A 2-PLEX
B 4-PLEX
C-TH
PROP. RESIDENTIAL GATE
ACCESS RESTRICTED ALONG PROP. R/W (TYP.)
EX. OVERHEAD CABLE (UNDER 33KV)
EX. C/L
EX. PROJECT BOUNDARY
PROP. CURB & GUTTER
PROP. PROJECT BOUNDARY & R/W
EX. OVERHEAD CABLE (UNDER 33KV)
PROP. PROJECT BOUNDARY
PROP. CURB & GUTTER
PROP. PROJECT BOUNDARY & R/W
PROP. GATED EMERGENCY VEHICLE ACCESS
TYLER STREET
751-040-001 / AGRICULTURE EX. OPT. MINOR CONSERVATION EX. ZONING: SP ZONE
751-040-005 / AGRICULTURE EX. OPT. MINOR CONSERVATION EX. ZONING: SP ZONE
N.A.P. 751-020-010 VACANT EX. GENERAL PLAN: AGRICULTURE EX. ZONING: A-2-10 (HEAVY AGRICULTURE 10-ACRE MIN.)
N 35°52'35" E 29.82'
N 45°46'10" E 25.00'
N 45°46'10" E 10.00
N 44°13'50" W 200.00'
N 44°13'50" W 664.62'
N 44°13'50" W 200.00'
N 45°46'10" E 1,320.00'
N 44°13'50" W 1,320

12/02/25, 9:31 am **SP00401**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for SP00401. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (SP00401) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Specific Plan No. 401 is a proposal for a development program on a 619.1 acre area that consists of 223.1 acres for Equestrian Center, 194.3 acres of Very Low Density Residential, 69.5 acres of Medium High Density Residential, 18.3 acres of Highest Density Residential, 77.2 acres of Commercial Tourist, and 21.4 acres of Commercial Retail. Overall the Specific Plan proposes a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 sq. ft. of commercial building area. The Specific Plan is oriented around an equestrian center with supporting and ancillary residential and commercial uses.

Advisory Notification. 3 AND - EIR Mitigation Measures

EIR Mitigation Measures have been incorporated into the Specific Plan conditions of approval and/or through the concurrent implementing development projects.

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED SPECIFIC PLAN document dated August 2025.

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
  - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Government Code Section 66020 (90 Days to Protest)
- Government Code Section 66499.37 (Hold Harmless)
- State Subdivision Map Act
- Native American Cultural Resources, and Human Remains (Inadvertent Find)
- School District Impact Compliance
- Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
- Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 555 (Surface Mining and Reclamation)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)
   - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
   - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning SP00401 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decisior made by the COUNTY concerning SP00401, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

E Health

E Health. 1 DEH - ECP COMMENTS

Prior to the approval of any Planning Case project subject to SP00401, the applicant shall submit to the Department of Environmental Health (DEH), Environmental Cleanup Program (ECP) for review the following.
Based on the information obtained during review of the Phase I assessment, ECP has the following comments:

ADVISORY NOTIFICATION DOCUMENT

E Health

E Health. 1 DEH - ECP COMMENTS (cont.)

- Six soil samples were collected to investigate past pesticides usage. The number of samples is not adequate for a 600-acre area. Additional soil sampling should be collected in accordance with the "Interim Guidance for Sampling Agricultural Properties" (DTSC, 2008).
- Sampling should be conducted in areas of buildings seen in photos no 33, 34 and 35. Especially in areas of equipment service areas, chemical storage areas, sink areas which are directed to septic systems.
- Soil sampling should also be performed in the area of the overflowing 55-gallon drum that contained waste oils, as seen in photo no 43.
- The unused irrigation well at the site should be abandoned under permit by the Department of Environmental Health.

E Health. 2 DEH LAND USE COMMENTS

WATER AND WASTEWATER:

-All projects subject to Specific Plan 401 shall obtain water and sewer service. It is the responsibility of the developer to ensure that all requirements are met with the water and sewer purveyor(s). Any existing onsite wastewater treatment system (OWTS) and existing water wells shall be properly removed or destroyed under permit with the Department of Environmental Health (DEH). Documentation for pending water and sewer service from the appropriate municipalities/purveyors shall be submitted to DEH.

SOLID WASTE

-All projects subject to Specific Plan 401 shall obtain 3 bin service (i.e. trash, recycling, organics) from the designated local franchise solid waste hauler. Documentation for pending 3 bin service shall be submitted to DEH.

*Additional requirements may apply pending review of all requested items above.

Fire

Fire. 1 Adverse Impact Mitigation

The Riverside County Fire Department, Fire Planning Division reviews proposed development projects throughout the county and its partner cities. Our evaluation focuses on ensuring compliance with departmental standards, including response times, existing fire station locations, equipment availability, and the anticipated impact on service requests resulting from these proposed developments.

Our department provides cooperative integrated regional fire protection services throughout Riverside County and its partner cities. The three closest Riverside County Fire Department and partner city fire stations by response times are as follows:

Fire Station 39 – 86-911 Avenue 58, Thermal; it is approximately 7.04 minutes away.
Fire Station 40 – 91-350 Avenue 66, Mecca; it is approximately 11.48 minutes away.
Fire Station 86 – 46-990 Jackson Street, Indio; it is approximately 11.87 minutes away.
Additionally, this project will require an aerial apparatus. The closest aerial apparatus is as follows:
Truck 86 – 46-990 Jackson Street, Indio; it is approximately 11.87 minutes away.

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Adverse Impact Mitigation (cont.)

This project will contribute to a cumulative adverse impact on the fire department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased number of structures, traffic, and population.

The developer will mitigate these impacts through payment of Development Impact Fees in accordance with the County's fee schedule for each applicable building; establish a CFD for the maintenance and services related to fire facilities and equipment; and/or purchase or provide additional funds towards the purchase of a new fire aerial apparatus. The developer will establish the CFD prior to final map recordation. The timing of the purchase or funds for an aerial apparatus will be subject to the approval of the Riverside County Fire Department.

If we can be of further assistance, please feel free to contact the Riverside County Fire Department, Office of the Fire Marshal, Fire Planning Division at (951) 955-4777 or rvcplanningsubmittals@fire.ca.gov.

Fire. 2 Other Fire Department Infrastructure needed prior to Building permits 015 - Fire

In regard to other Fire Department required infrastructure, prior to Building Permit issuance, the required water system, including all fire hydrant(s), shall be installed and accepted by the appropriate water agency and the Riverside County Office of the Fire Marshal, prior to any combustible building materials being placed on the project. Additionally, Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the current California Fire Code and Riverside County Fire Department Standards.

Planning

Planning. 1 90 Days to Protest

The applicant has ninety (90) days from the date of the approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations, and/or exactions imposed on this project as a result of the approval or conditional approval of this project.

Planning. 2 ALUC Conditions

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 5 of the Harvest Valley/Winchester Area Plan:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC Conditions (cont.)

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The notice as attached in ALUC's July 13, 2023 letter shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
The project shall also be consistent with the findings and recommended mitigations of the Wildlife Hazard Site Visit and Wildlife Hazard Management Plan (prepared by Russell P. DeFusco March 2023).

5. This project has been evaluated as consisting of 223.1 acres of Equestrian Center, 194.3 acres of Estate Residential, 69.5 acres of Medium Density Residential, 41.1 acres of High Density Residential, 54.4 acres of Hotel/Resort, 21.4 acres of Commercial Retail, proposing overall a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 square feet of commercial building area, and specifically for the Equestrian Center, including a 65,395 square foot VIP Barn, 8 private barns totaling 51,776 square feet, 8 private barns

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC Conditions (cont.)

totaling 48,368 square feet, 21 large barns totaling 446,040 square feet, 5 retail barns totaling 3,000 square feet, 2 retail buildings totaling 8,000 square feet, and a 6,885 square foot office building accommodating 5,370 people, resulting in an average intensity of 24 people per acre, which is consistent with Compatibility Zone D average intensity criterion of 100 people per acre. Any increase in building area, change in use to any use, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.

6. At least 61.55 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the open space exhibit shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

Planning. 3 Building Permit Tracking

Prior to the approval of any implementing project, the applicant shall provide a "SP 401 Total Dwelling Unit Tracking Spreadsheet." This spreadsheet shall be considered part of the SPECIFIC PLAN. Over time, this spreadsheet will track per Planning Area entitled units, tentative tract map units, final map recorded units and units actually built within every Planning Area in the SPECIFIC PLAN. The purpose of this tracking sheet is to enable the Planning Department to ensure compliance with the established Planning Area development ranges as outlined in the SPECIFIC PLAN.

Planning. 4 Complete Case Approvals

Prior to the approval of any implementing project within the SPECIFIC PLAN the SPECIFIC PLAN, the GPA, the CHANGE OF ZONE, and the EIR must have been approved, adopted, and certified by the Board of Supervisors, respectively. This condition shall be considered as MET once the SPECIFIC PLAN, the GPAs, the CHANGE OF ZONE, and the EIR have been approved, adopted, and certified by the Board of Supervisors, respectively. This condition may not be DEFERRED.

Planning. 5 CSA/CFD/CSD

With each implementing project, the developer or project proponent shall consider the potential facilities funding and maintenance mechanisms to cover the various public improvements and services that would be included within the SPECIFIC PLAN. This should first be analyzed prior to the first implementing project to establish a framework for the entire SPECIFIC PLAN. Pursuant to the SPECIFIC PLAN section 5 as well as the Fiscal Impact Analysis, it is anticipated that these would be accommodated by either establishing a County Service Area (CSA) and/or a Community Facilities District (CFD). The developer and project proponent shall consider available options for the varied types of facilities and maintenance necessary for those uses listed in the SPECIFIC PLAN and propose to the County a plan for consideration and approval as appropriate. The mechanisms ultimately established shall be consistent with the SPECIFIC PLAN and the fiscal impact analysis prepared for the SPECIFIC PLAN to ensure the SPECIFIC PLAN provides adequate revenue to offset increased costs to the County. Particular focus on providing adequate funding for Fire and Sheriff services should be included in the analysis and the mechanism established.

Planning. 6 CVWD Reservoir

The Coachella Valley Water District (CVWD) has conditioned providing domestic water service to the

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 6 CVWD Reservoir (cont.)

project on developer constructing a new 5 million gallon (MG) reservoir in the existing Middleton pressure zone, which exceeds the storage requirements of the project by more than 2.5 MG that would create additional capacity for the surrounding area as a project community benefit. Developer shall construct the new 5 MG reservoir at the specified timeframes as required to provide water service to the project site based on CVWD, Riverside County requirements, and project conditions of approval. Any reduction substantially below the double project demand will be considered by the Planning Director in consultation with CVWD and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the 5 MG reservoir shall be subject to CVWD approval.

Planning. 7 Duration of SP Validity

The SPECIFIC PLAN that this project is a part of has a life span of thirty (30) years from the date of the adoption of the resolution adopting the SPECIFIC PLAN or DA, whichever is later. Should the SPECIFIC PLAN not be substantially built out in that period of time, the project proponent shall file a specific plan amendment to be processed concurrently with this implementing proposal. (For the purposes of this condition, substantial buildout shall be defined as eighty five percent (85%) of the maximum amount of dwelling units allowed and fifty (50%) of the minimum required commercial square foot requirements allowed by the SPECIFIC PLAN as most recently amended.) The specific plan amendment will update the entire specific plan document to reflect current development requirements. This condition shall be considered as NOT APPLICALBE if the implementing project has been filed within the above listed parameters, and shall be considered as MET if the specific plan amendment has been filed.

Planning. 8 IID Substation

Imperial Irrigation District (IID) has conditioned providing electrical service to the project on developer funding and constructing a new substation to be dedicated to IID. Developer shall construct a new substation that provides at 50 MegaVolt-Ampere (MVA) that is estimated to provide more than double the capacity needed for the project at the specified timeframe needed to provide electrical service to the project, thus creating additional capacity for the surrounding area as a project community benefit. Final design and sizing of the substation shall take this sizing of the substation providing double the capacity needed for the project into account if lesser or greater substation sizing may be appropriate based on project final design. Any reduction substantially below double the project demand will be considered by the Planning Director in consultation with IID and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the substation shall be subject to IID approval.

Planning. 9 Limits of Specific Plan Document

No portion of the SPECIFIC PLAN which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted specific plan. Notwithstanding to above, the design guidelines and development standards of the SPECIFIC PLAN for hillside development and grading shall apply in place of more general County guidelines and standards. The project shall conform to all standard operating procedures of the Planning Department.

Planning. 10 Park Construction

Park and other residential community amenity construction within this Specific Plan shall be determined

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 10 Park Construction (cont.)

and conditioned for each implementing project.

Planning-EPD

Planning-EPD. 1 Gen - Custom

Mitigation Measure AES-8 Artificial Nighttime Lighting – 15 Series

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of eliminate all nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas., reduced in The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning-EPD. 1 Gen - Custom

BIO-5: Reporting Special Status Species/Plant Communities

As required by Bio Mitigation Measure 5 of the Final EIR, dated March 7, 2025, for the Thermal Ranch Specific Plan (SP No. 00401), over the course of implementing the provisions of the Thermal Ranch Specific plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link:
https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Transportation

Transportation. 1 Credit/Reimbursement

In order to receive any fee credit or reimbursement for improvements, the project proponent shall contact the Transportation Department and enter into an agreement for fee credit or reimbursement prior to advertising. All work shall be preapproved by and shall comply with the requirements of the Transportation Department and the public contracts code in order to be eligible for fee credit or reimbursement.

To enter into an agreement, please contact our Funding Programs group at (951) 955-1667.

For more information regarding the public work bidding requirements please visit the following link:
http://rctlma.org/trans/Land-Development/Funding-Programs/Road-and-Bridge-Benefit-District-RBBD/Pub

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 Credit/Reimbursement (cont.)

lic-Works-Bidding-Requirements.

Transportation. 2 TS / Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Cesar Chavez Street (NS) at:
52nd Ave (EW)
54th Ave (EW)

Harrison Street (NS) at:
Airport Blvd (EW)
58th Ave (EW)
60th Ave (EW)
62nd Ave (EW)
66th Ave (EW)
Middleton Street (EW)
Desert Empire Homes (EW)
Project Access 1 (EW)
Project Access 2 (EW)

62nd Ave (EW) at:
Monroe Street (NS)
Jackson Street (NS)
Van Buren Street (NS)
Tyler Street (NS)
Polk Street (NS)
Fillmore Street (NS)
Pierce Street (NS)
Highway 111 (NS)
SR-86 (NS)
Project Access 3 (NS)

66th Ave (EW) at:

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TS / Conditions (cont.)

Tyler Street (NS)
W. Pierce Street (NS)
SR-86 (NS)

Airport Blvd (EW) at:
Polk Street (NS)
Palm Street (NS)
SR-86 Ramps

Highway 111 (NS) at:
Palm Street (EW)

Tyler Street (NS) at:
Project Access 4 (EW)
Project Access 5 (EW)
Project Access 6 (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Transportation. 3 TS / Installation

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Phase 1A
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)

Phase 1B
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Tyler Street (NS) at 62nd Avenue (EW)

Phase 2
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals not eligible for fee credit:
Harrison Street (NS) at Project Access 2 (EW)

or as approved by the Transportation Department.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 3 TS / Installation (cont.)

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

Transportation. 4 TS/DESIGN

Phase 1A
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)

Phase 1B
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Tyler Street (NS) at 62nd Avenue (EW)

Phase 2
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals not eligible for fee credit:
Harrison Street (NS) at Project Access 2 (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

Transportation. 5 TS/Fair Share

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harrison Street (NS) at Middleton Street (EW):

The traffic study has determined the project's fair share of the deficiency is 2.9%. The project shall pay its fair share towards the future construction of:

- Traffic Signal

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 5 TS/Fair Share (cont.)

The individual phases shall pay the following fair share:

- Phase 1A: 1.2%
- Phase 1B: 0.4%
- Phase 2: 1.3%

SR-86 (NS) at 62nd Avenue (EW):

The traffic study has determined the project's fair share of the deficiency is 12.2%. The project shall pay its fair share towards the future construction of:

- Provide overlap phasing for the westbound right turn

The individual phases shall pay the following fair share:

- Phase 1A: 5%
- Phase 1B: 1.6%
- Phase 2: 5.6%

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

Transportation. 6 TS/Geometrics

Phase 1A

The intersection of Harrison Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one right-turn lane (300 feet storage) with overlap phasing
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one shared through-right lane
Westbound: one left-turn lane (300 feet storage), one shared through-right lane

The intersection of SR-86 (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one right-turn lane
Southbound: one left-turn lane, two through lanes, one right-turn lane
Eastbound: one left-turn lane, one shared through-right lane (modify signal to provide protected phasing)
Westbound: one left-turn lane, one through lane, one right-turn lane (modify signal to provide protected

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 6 TS/Geometrics (cont.)

phasing)

The intersection of Harrison Street (NS) at Project Access 1 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage) (raised median to restrict left turns)
Southbound: one left-turn lane (300 feet storage), one through lane
Westbound: one right-turn only lane (raised median on Harrison Street to restrict left turns) (stop-control)

The intersection of 62nd Avenue (EW) at Project Access 3 (NS) shall be improved to provide the following geometrics:

Northbound: shared left-right lane (stop control)
Eastbound: one through lane, one right-turn lane (300 feet storage)
Westbound: one left-turn lane (150 feet storage), one through lane

The intersection of Tyler Street (NS) at Project Access 4 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 5 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 6 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

Phase 1B

The intersection of Tyler Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (200 feet storage), one shared through-right lane
Southbound: one left-turn lane, one shared through-right lane

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 6 TS/Geometrics (cont.)

Eastbound: one left-turn lane (150 feet storage), one through lane, one right-turn lane (150 feet storage)
Westbound: one left-turn lane (250 feet storage), one shared through-right lane

Phase 2

The intersection of Harrison Street (NS) at Project Access 2 (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage)
Southbound: one left-turn lane (350 feet storage), one through lane
Westbound: one left-turn lane (150 feet storage), one right-turn lane (200 feet storage) with overlap phasing

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

12/02/25, 9:32 am **TTM38578**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for TTM38578. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (TTM38578) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Tentative Tract Map No. 38578 is a proposal for a Schedule A subdivision to subdivide the entire 619.1 gross acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential with a minimum lot size of 20,000 square feet, 161 lots for detached single-family with a minimum lot size of 5,000 square feet, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards
2. Specific Plan No. 401 Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Tentative Map, Exhibit A, dated 8/14/25.
Exhibit L (Conceptual Landscape Plan), dated 8/14/25.
Exhibit G (Conceptual Grading), dated 8/14/25.
Exhibit U (Conceptual Utilities), dated January 2025
Plot Plan No. 240016 Exhibit A, dated 9/16/25 (Conceptual Unit Plotting-Design).

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
   - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
   - Government Code Section 66020 (90 Days to Protest)
   - Government Code Section 66499.37 (Hold Harmless)
   - State Subdivision Map Act
   - Native American Cultural Resources, and Human Remains (Inadvertent Find)
   - School District Impact Compliance
   - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
   - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 555 (Surface Mining and Reclamation)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)
   - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
- Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning TTM38578 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning TTM38578, including, but not limited to, decisions made in response t California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Environmental Impact Report have been incorporated as conditions

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Mitigation Measures (cont.)

of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project Environmental Impact Report.

E Health

E Health. 1 DEH - CVWD Water and Sewer Service

Based on information submitted during entitlement, PPT240016 is being developed by connected to Coachella Valley Water District (CVWD) water and sewer service. Documentation establishing actual service will be required during the proper milestones (ex: map recordation, building permit issuance, etc...).

Fire

Fire. 1 Gen - Custom

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the current edition of California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.
These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.
a. Will Serve Letters from the responsible water purveyor are required prior to a map recordation.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Where new water mains are extended along streets where hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4” x 2 ½” x 2 ½” (super hydrant). Reference CFC as amended and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Gen - Custom (cont.)

apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

a. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage shall be in compliance with Riverside County Fire Department Standards.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

6. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

7. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

8. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC as amended.

10. Gate Access - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A

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Fire

Fire. 1 Gen - Custom (cont.)

pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

11. Water Plans - If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC as amended.

12. Emergency Responder Communication 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. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

13. Fire Planning Review: This planning case will also be reviewed by the Riverside County Fire Department's Fire Planning Division for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Fire Planning to mitigate these impacts. Questions for Fire Planning can be addressed to RVCPlanningSubmittals@fire.ca.gov.

14. Residential Fire Sprinklers: Residential fire sprinklers are required in all one and two-family dwellings per the California Residential Code (CRC). Plans must be submitted to the Office of the Fire Marshal for review and be approved prior to installation. Reference CRC.

15. Phased Construction Access and Water Supply: If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Reference CFC as amended.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made

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Planning

Planning. 1 015 - Planning - Landscape Requirement (cont.)

available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 90 Days to Protest

The land divider has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

Planning. 3 ALUC Conditions

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The notice as attached in ALUC's July 13, 2023 letter shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 3 ALUC Conditions (cont.)

maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
The project shall also be consistent with the findings and recommended mitigations of the Wildlife Hazard Site Visit and Wildlife Hazard Management Plan (prepared by Russell P. DeFusco March 2023).

5. This project has been evaluated as consisting of 223.1 acres of Equestrian Center, 194.3 acres of Estate Residential, 69.5 acres of Medium Density Residential, 41.1 acres of High Density Residential, 54.4 acres of Hotel/Resort, 21.4 acres of Commercial Retail, proposing overall a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 square feet of commercial building area, and specifically for the Equestrian Center, including a 65,395 square foot VIP Barn, 8 private barns totaling 51,776 square feet, 8 private barns totaling 48,368 square feet, 21 large barns totaling 446,040 square feet, 5 retail barns totaling 3,000 square feet, 2 retail buildings totaling 8,000 square feet, and a 6,885 square foot office building accommodating 5,370 people, resulting in an average intensity of 24 people per acre, which is consistent with Compatibility Zone D average intensity criterion of 100 people per acre. Any increase in building area, change in use to any use, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.

6. At least 61.55 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the open space exhibit shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

Planning. 4 CONCEPTUAL PHASE GRADING

Prior to the approval of an application for a division into units or phasing plan for the TENTATIVE MAP, a conceptual grading plan covering the entire TENTATIVE MAP shall be submitted to the County Planning Department for review and approval. The conceptual grading plan shall comply with the following:

A. Techniques which will be used to prevent erosion and sedimentation during and after the grading process shall be depicted or documented.

B. Approximate time frames for grading and areas which may be graded during the higher probability rain months of January through March shall be identified.

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Planning

Planning. 4 CONCEPTUAL PHASE GRADING (cont.)

C. Preliminary pad and roadway elevations shall be depicted.

D. Areas where temporary grading occurs on any phase other than the one being graded for development at a particular time shall be identified.

The approved conceptual grading plan shall be provided to the Building and Safety Grading Division and shall be used as a guideline for subsequent detailed grading plans for individual units or phases of the TENTATIVE MAP.

Planning. 5 CVWD Reservoir

The Coachella Valley Water District (CVWD) has conditioned providing domestic water service to the project on developer constructing a new 5 million gallon (MG) reservoir in the existing Middleton pressure zone, which exceeds the storage requirements of the project by more than 2.5 MG that would create additional capacity for the surrounding area as a project community benefit. Developer shall construct the new 5 MG reservoir at the specified timeframes as required to provide water service to the project site based on CVWD, Riverside County requirements, and project conditions of approval. Any reduction substantially below the double project demand will be considered by the Planning Director in consultation with CVWD and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the 5 MG reservoir shall be subject to CVWD approval.

Planning. 6 Expiration Date

The conditionally approved TENTATIVE MAP shall expire three years after the County of Riverside Board of Supervisors' original approval date, unless extended as provided by County Ordinance No. 460. Action on a minor change and/or revised map request shall not extend the time limits of the originally approved TENTATIVE MAP. If the TENTATIVE MAP expires before the recordation of the FINAL MAP, or any phase thereof, no recordation of the FINAL MAP, or any phase thereof, shall be permitted.

Planning. 7 Fees for Review

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in County Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 8 IID Substation

Imperial Irrigation District (IID) has conditioned providing electrical service to the project on developer funding and constructing a new substation to be dedicated to IID. Developer shall construct a new substation that provides at 50 MegaVolt-Ampere (MVA) that is estimated to provide more than double the capacity needed for the project at the specified timeframe needed to provide electrical service to the project, thus creating additional capacity for the surrounding area as a project community benefit. Final design and sizing of the substation shall take this sizing of the substation providing double the capacity needed for the project into account if lesser or greater substation sizing may be appropriate based on

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 8 IID Substation (cont.)

project final design. Any reduction substantially below double the project demand will be considered by the Planning Director in consultation with IID and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the substation shall be subject to IID approval.

Planning. 9 LOT ACCESS/UNIT PLANS

Any proposed division into units or phasing of the TENTATIVE MAP shall provide for adequate vehicular access to all lots in each unit or phase, and shall substantially conform to the intent and purpose of the land division approval. No approval for any number of units or phases is given by this TENTATIVE MAP and its conditions of approval, except as provided by Section 8.3 (Division into Units) of Ordinance No. 460.

Planning. 10 MM AES-8 - Artificial Nighttime Lighting

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning. 11 MM AIR-1 – Basin Drainage

If the Project will include stormwater retention basins, such features must drain within 48 hours following the end of flooding events. Retention structures shall remain dry between such events. Permanent retention of water, defined as outside the above parameters, is prohibited within the separation criteria defined by the FAA and ALUC.

Planning. 12 MM AIR-2 – Water Feature Vegetation

If the developer proposes any long-term water features with untreated water that could allow vegetation in or along the edges of the feature, the following strategies must be applied to minimize the attractiveness to potentially hazardous species:

o The shape of any natural water features shall be engineered to eliminate coves, peninsulas, and convoluted shorelines to create an open structure that is less attractive to species of interest.

o A water clarification system shall be installed to “sterilize” the water and remove organic matter that would otherwise form the base of a food chain that could promote zooplankton, macroinvertebrates and larger species that would feed on.

o The walls of any potential water features shall be designed with steep sides in order to limit shallow shoreline access for wading birds, and developed with a sand or gravel shoreline to prevent vegetation from forming. In addition, vegetation shall be prevented from growing along the margins of water features.

o The Project shall have staff dedicated to maintenance of any potential water features. This

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Planning

Planning. 12 MM AIR-2 – Water Feature Vegetation (cont.)

maintenance would involve cleaning of debris, and removal of vegetation and algae.

Planning. 13 MM AIR-4 – Miniature Golf Turf

If the Project will include a miniature golf course, it shall be constructed using artificial turf. No water features should be included as part of the course design.

Planning. 14 MM AIR-6 – Organic Trash

All household or industrial trash that includes organic material or food items shall be contained and covered at all times.

o Manure generated in both community and individuals stables and horse training and competition areas shall be removed in conjunction with daily maintenance of facilities.

o Dumpsters and household trash containers shall have lids that remain closed and that cannot be breeched or opened by birds or other wildlife.

o Signs should be prominently placed in strategic locations to ensure that concessions and patrons using on-site swimming pools, recreational facilities, miniature golf courses, and clubhouses shall not intentionally or unintentionally feed birds anywhere on site. The no feeding policy shall be strictly enforced and shall be a mandatory inclusion in project covenants governing residents and guests.

Planning. 15 MM AIR-7 – ALUC Wildlife Management

In addition to the passive deterrent measures provided above, wildlife management may include additional active deterrent measures, as necessary. Examples of possible active deterrent measures include:

o Maintenance personnel trained and equipped to disperse birds that may attempt to access the facility. Such active harassment would be particularly important for the equestrian facilities and for any water bodies.

o Sonic devices, particularly long-range hailing devices with focused, high-decibel sound may be used to deter birds from the site.

o Other methods of active deterrents, each with specific requirements and limitations include: remote-controlled devices such as drones, trained dogs, trained birds of prey, lasers, and removal of nests.

Planning. 16 MM AQ-5- Landscape Maintenance

Electric landscape maintenance equipment, including leaf blowers and lawn mowers, shall be used on-site to the greatest extent practicable.

Planning. 17 MM AQ-6 - Cleaning Products

Water-based or low VOC cleaning products shall be used on-site to the greatest extent practicable.

Planning. 18 MM AQ-7 - Recycling Programs

All future development shall participate in a recycling program to reduce the amount of solid waste disposed of in landfills.

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Planning

Planning. 19 MM GHG-3 - Energy Efficient Appliances and Equipment (cont.)

Planning. 19 MM GHG-3 - Energy Efficient Appliances and Equipment

All new residential and commercial construction shall install energy efficient appliances that are ENERGY STAR-certified. The project shall require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units (General Plan AQ Policy 4.2)

Planning. 20 MM GHG-4 - Loading Dock Electrification

All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel.

Planning. 21 MM GHG-5 - Public Lighting

Public street and area lighting shall use high efficiency lighting, such as warm temperature LED lighting, consistent with guidelines of the International Dark Sky Association.

Planning. 22 MM GHG-6 - Water-Efficient Landscapes

Design water-efficient landscapes. Assumes most residential and commercial landscaping will be drought tolerant landscaping with a low water demand requiring a drip system, with the exception of the equestrian center which will include large grass areas. This is a proposed design feature of the Project.

Planning. 23 Offsite Signs ORD 679.4

No offsite subdivision signs advertising this land division/development are permitted, other than those allowed under Ordinance No. 679.4. Violation of this condition of approval may result in no further permits of any type being issued for this subdivision until the unpermitted signage is removed.

Planning. 24 Trail Maintenance

The land divider, or the land divider's successor-in- interest, shall be responsible for the maintenance of any trail easement required under these conditions until such time as the maintenance is taken over by an appropriate maintenance district.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

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Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

Planning-CUL. 2 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.
If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD

Planning-EPD. 1 Artificial Nighttime Lighting

Mitigation Measure AES-8 Artificial Nighttime Lighting – 15 Series
Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of eliminate all nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas., reduced in
The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage
or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning-EPD. 2 Reporting Special Status Species/Plant Communities

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Planning-EPD

Planning-EPD. 2 Reporting Special Status Species/Plant Communities (cont.)

BIO-5: Reporting Special Status Species/Plant Communities

As required by Bio Mitigation Measure 5 of the Final EIR, dated March 7, 2025, for the Thermal Ranch Specific Plan (SP No. 00401), over the course of implementing the provisions of the Thermal Ranch Specific plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240008, submitted for the project SP00401, was prepared by Petra Geosciences, Inc., and is titled "Updated Geotechnical Report, Equestrian Estates Development, APN's 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC of Avenue 64 and Harrison Street, Thermal Area, Riverside County, California", dated April 13, 2022. In addition, Petra prepared "Response to Review Comments, County Geologic Report No. 240008, Equestrian Estates Development, APN's 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC Avenue 64 and Harrison Street, Thermal Area, Riverside County, California" dated April 29, 2024. This document is herein incorporated as a part of GEO240008.

GEO240008 concluded:

1. No active faults are known to project through the property.
2. The site does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. Tile drains are known to exist at the site.
4. An irrigation consultant (a CA registered Civil Engineer) with expertise in tile drain relocation has been contracted to evaluate existing conditions and design a rerouted tile drain system to maintain the integrity of the regional groundwater level control.
5. Accordingly, groundwater levels are not anticipated to rise above the levels encountered in the Petra investigation, and the predicted liquefaction-induced settlement will not be impacted, mineral efflorescence, inundation of subterranean utilities, or corrosion of foundation/building materials are not expected to occur if maintenance of groundwater levels at current elevation or below are incorporated into the design and construction of the project.
6. Groundwater was encountered at approximately 8 to 10 feet below ground surface.
7. Total free-field liquefaction settlement is estimated to be on the order of ¾ to 1 ½ inches with differential settlement estimated to be on the order of 1 inch over a span of 40 feet.
8. Dry sand settlement may contribute an additional ¼ inch of seismically induced settlement.
9. Lateral spreading is not considered to be a likely occurrence.

GEO240008 recommended:

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Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

1. All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the sit should be demolished and removed from the site.
2. Following demolition, clearing operations sho8uld also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation.
3. Any existing undocumented fill and near surface native soils should be removed to underlying competent alluvial material as approved by the p4rject geotechnical consultant.
4. The estimated depth of removal of fill soils is recommended to be approximately 6 feet below the existing ground surface.
5. Consideration should be given to locally deepening the excavation at the location of tree roots, any underground structure and other proposed subterranean features in order to provide a uniform depth of compacted fill in all areas.
6. Rerouting the tile drain system to maintain the integrity of the regional groundwater level control.

GEO240008 is hereby approved for Planning purposes associated with SP00401.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

Transportation

Transportation. 1 RCTD - TS / Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Cesar Chavez Street (NS) at:
52nd Ave (EW)
54th Ave (EW)

Harrison Street (NS) at:
Airport Blvd (EW)
58th Ave (EW)

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Transportation

Transportation. 1 RCTD - TS / Conditions (cont.)

60th Ave (EW)
62nd Ave (EW)
66th Ave (EW)
Middleton Street (EW)
Desert Empire Homes (EW)
Project Access 1 (EW)
Project Access 2 (EW)

62nd Ave (EW) at:
Monroe Street (NS)
Jackson Street (NS)
Van Buren Street (NS)
Tyler Street (NS)
Polk Street (NS)
Fillmore Street (NS)
Pierce Street (NS)
Highway 111 (NS)
SR-86 (NS)
Project Access 3 (NS)

66th Ave (EW) at:
Tyler Street (NS)
W. Pierce Street (NS)
SR-86 (NS)

Airport Blvd (EW) at:
Polk Street (NS)
Palm Street (NS)
SR-86 Ramps

Highway 111 (NS) at:
Palm Street (EW)

Tyler Street (NS) at:
Project Access 4 (EW)
Project Access 5 (EW)
Project Access 6 (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Transportation. 2 TRANS GENERAL CONDITIONS

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TRANS GENERAL CONDITIONS (cont.)

provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance No. 460 and Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance Nos.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TRANS GENERAL CONDITIONS (cont.)

460, 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

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50. Prior To Map Recordation

E Health

050 - E Health. 1 DEH - Established CVWD Water and Sewer Service Not Satisfied

Prior to map recordation, establishment of CVWD Water and Sewer Service will be required (ex: Approved plans).

050 - E Health. 2 DEH - Solid Waste Service Not Satisfied

Provide will-serve letter that states that SB1383 compliant service can be provided to property from the appropriate trash hauler.

050 - E Health. 3 Gen - Custom Not Satisfied

Fire

050 - Fire. 1 Adverse Impact Mitigation - DIF, CFD, and Community B Not Satisfied

The Riverside County Fire Department's Fire Planning Office reviews proposed development projects throughout the county and its partner cities. Our evaluation focuses on ensuring compliance with departmental standards, including response times, existing fire station locations, equipment availability, and the anticipated impact on service requests resulting from these proposed developments. Our department provides cooperative integrated regional fire protection services throughout Riverside County and its partner cities.

The three closest Riverside County Fire Department and partner city fire stations by response times are as follows: Fire Station 39 – 86-911 Avenue 58, Thermal; it is approximately 7.04 minutes away.
Fire Station 40 – 91-350 Avenue 66, Mecca; it is approximately 11.48 minutes away.
Fire Station 86 – 46-990 Jackson Street, Indio; it is approximately 11.87 minutes away.
Additionally, this project will require an aerial apparatus. The closest aerial apparatus is as follows:
Truck 86 – 46-990 Jackson Street, Indio; it is approximately 11.87 minutes away.

This project will contribute to a cumulative adverse impact on the fire department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased number of structures, traffic, and population. The developer will mitigate these impacts through payment of Development Impact Fees in accordance with the County's fee schedule for each applicable building; establish a CFD for the construction, maintenance, and/or payment of services related to new fire facilities and equipment; and purchase or provide additional funds towards the purchase of a new fire aerial apparatus. The developer will establish the CFD prior to final map recordation. The timing of the purchase or funds for an aerial apparatus will be subject to the approval of the Riverside County Fire Department.

If we can be of further assistance, please feel free to contact the Riverside County Fire Department, Fire Planning Office at (951) 955-4777 or rvcplanningsubmittals@fire.ca.gov.

050 - Fire. 2 Prior to recordation Not Satisfied

MAP Prior to Recordation Conditions
1. 050-Water System-Fire
The applicant or developer shall furnish one copy of the public water system improvement plans to the Fire Department for review. Plans shall be signed by a registered civil engineer,

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50. Prior To Map Recordation

Fire

050 - Fire. 2 Prior to recordation (cont.) Not Satisfied

containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

2. 050-Fire Access Road Improvements-Fire
The land divider shall submit road/street development plans to the County Transportation Department and the Fire Department, identifying the improvements of the project access elements on-site and off-site (Right of Way, Public/Private Streets, Highways, Ways, Easements, etc.). Improvements shall meet minimum County and Fire Department Standards. The improvements shall be completed prior to map recordation, otherwise adequate securities shall be established with the County in accordance with Ordinance 460.

050 - Fire. 3 Prior to recordation Not Satisfied

1. ECS Note-Fire Water Protection: Hydrants, Tanks, or Will Serve Letter-050-Fire
Required fire water protection system- fire hydrants and/or water tank, shall be installed and accepted by the appropriate agency prior to any combustible building materials placed on an individual lot. Written certification / will serve letter from the appropriate water company can be provided to indicate that the proper and acceptable fire hydrant system is within the project area.
2. ECS Note-Water Systems-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: The required water system, including fire hydrants, shall be installed, and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.
3. ECS Note-Alternate or Secondary Access-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: In the interest of Public Safety, the project shall provide an Alternate or Secondary Access(s). Said Alternate or Secondary Access(s) shall have concurrence and approval of both the Transportation Department and the Riverside County Fire Department. (Riverside County Ordinance 460 and California Fire Code 503.1.2)

Planning

050 - Planning. 1 AG NOTIFICATION Not Satisfied

The land divider shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence agricultural uses within the vicinity of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right-to-Farm Ordinance).

Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project.

050 - Planning. 2 ANNEX TO PARK DISTRICT Not Satisfied

The land divider shall submit written proof to the County Planning Department - Development Review Division that the subject property has been annexed to Desert Recreation District.

050 - Planning. 3 CC&R RESIDENTIAL HOA COMMONA AREA Not Satisfied

The land divider shall (a) notify the Planning Department that the following documents shall be

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50. Prior To Map Recordation

Planning

050 - Planning. 3 CC&R RESIDENTIAL HOA COMMONA AREA (cont.) Not Satisfied

shortly, or have been, submitted to the Office of the County Counsel for the review and approval of that office, and (b) the land divider shall submit to the Office of the County Counsel the following documents:

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number(s) (a copy of this cover letter may be sent to the Planning Department to serve as notification) and identifying one individual to represent the land divider if there are any questions concerning the review of the submitted documents; and
2. One (1) copy AND one (1) original, wet signed, notarized and ready for recordation declaration of covenants, conditions, and restrictions; attached to these documents there shall be included a legal description of the property included within the covenants, conditions and restrictions and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor; and
3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions, and restrictions is incorporated therein by reference; and,
4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for review and approval.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:
The property owners' association established herein shall manage and continuously maintain the 'common area', more particularly described on Exhibit '___', attached hereto, and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Department of the County of Riverside or the County's successor-in-interest.
The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.
This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage, or maintenance of the 'common area' established pursuant to the Declaration.
In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved, the copy and the original declaration of covenants, conditions and restrictions

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50. Prior To Map Recordation

Planning

050 - Planning. 3 CC&R RESIDENTIAL HOA COMMONA AREA (cont.) Not Satisfied

shall be forwarded by the Office of the County Counsel to the Planning Department. The Planning Department will retain the one copy for the case file, and forward the wet signed and notarized original declaration of covenants, conditions and restrictions to the County Transportation Department - Survey Division - for safe keeping until the final map is ready for recordation. The County Transportation Department - Survey Division - shall record the original declaration of covenants, conditions and restrictions in conjunction with the recordation of the final map.

050 - Planning. 4 CVWD WSV Not Satisfied

Prior to recordation of the final map, a water supply verification shall be obtained from CVWD and provided to the County for record.

050 - Planning. 5 ECS NOTE MT PALOMAR LIGHTING Not Satisfied

The following Environmental Constraint Note shall be placed on the ECS:

"This property is subject to lighting restrictions as required by County Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with County Ordinance No. 655."

050 - Planning. 6 ECS NOTE RIGHT-TO-FARM Not Satisfied

The following Environmental Constraints Note shall be placed on the ECS:

"Lots on the TENTATIVE MAP, are located partly or wholly within, or within 300 feet of, land zoned for primarily agricultural purposes by the County of Riverside. It is the declared policy of the County of Riverside that no agricultural activity, operation, or facility, or appurtenance thereof, conducted or maintained for commercial purposes in the unincorporated area of the County, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years, if it wasn't a nuisance at the time it began. The term "agricultural activity, operation or facility, or appurtenances thereof" includes, but is not limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing and harvesting of any apiculture, or horticulture, the raising of livestock, fur bearing animals, fish or poultry, and any practices performed by a farmer or on a farm as incident to, or in conjunction with, such farming operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market."

In the event the number of lots, or the configuration of lots, of the FINAL MAP differs from that shown on the approved TENTATIVE MAP, the actual language used above shall reflect those lots which are partly or wholly within 300 feet of agriculturally zoned (A-1, A-2, A-P, A-D) properties.

050 - Planning. 7 ECS SHALL BE PREPARED Not Satisfied

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

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50. Prior To Map Recordation

Planning

050 - Planning. 7 ECS SHALL BE PREPARED (cont.) Not Satisfied

050 - Planning. 8 FEE BALANCE Not Satisfied

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

050 - Planning. 9 MM NOI-1 – Noise Analysis Not Satisfied

Detailed noise analysis is required for all future residential land uses. These final noise studies shall combine the recommendations provided in the Project-wide Noise Analysis Report with precise grading plans and building design specifications.
Prior to the recordation of final maps or the issuance of building permits for planned residential uses, the applicant shall provide precise grading plans and actual building design specifications, as well as detailed analysis demonstrating the efficacy of the planned noise mitigation measures, including location and height of masonry walls, distance between the noise source and residential lots, and other noise buffers, to ensure that the County of Riverside 65 dBA CNEL exterior noise level standard is met.

050 - Planning. 10 QUIMBY FEES (1) Not Satisfied

The land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with Desert Recreation District which demonstrates to the satisfaction of the County that the land divider has provided for the payment of parks and recreation fees and/or dedication of land for the TENTATIVE MAP in accordance with Section 10.35 of County Ordinance No. 460.

050 - Planning. 11 REQUIRED APPLICATIONS Not Satisfied

No FINAL MAP shall record until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective. This land division shall conform with the development standards of the designation and/or zone ultimately applied to the property.

Survey

050 - Survey. 1 Phase 1 Access Restriction Not Satisfied

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B, Street AG, and a 26-FT emergency access easement between Lots 93 and 94.

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception of proposed Street G, Street P, Street W and Street AF.

050 - Survey. 2 Phase 2 Access Restriction Not Satisfied

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception

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50. Prior To Map Recordation

Survey

050 - Survey. 2 Phase 2 Access Restriction (cont.) Not Satisfied
of proposed Street G, Street P, Street W and Street AF.

050 - Survey. 3 Phase 3 Access Restriction Not Satisfied

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B and Street AG.

050 - Survey. 4 Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

050 - Transportation. 1 Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

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50. Prior To Map Recordation

Transportation

050 - Transportation. 1 Annexation into a Maintenance District (cont.) Not Satisfied
or as approved by the Director of Transportation.

050 - Transportation. 2 Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

050 - Transportation. 3 Coordination with Others Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. Prior to map recordation, the Project shall comply with recommendations from the following

_Coordinate with PPT230005, PPT230006, PPT240016, SP00401.

050 - Transportation. 4 Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

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50. Prior To Map Recordation

Transportation

050 - Transportation. 4 Landscaping Design Plans (cont.) Not Satisfied

050 - Transportation. 5 Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Ordinance No. 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

050 - Transportation. 6 PHASE 1 Right-of-Way Dedication Not Satisfied

[PUBLIC STREETS]

Sufficient public street right-of-way along Harrison Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 84, Ordinance No. 461.11.

Sufficient public street right-of-way along 62nd Avenue on the project side, from Harrison Street to Tyler Street shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 82, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

A 4-FT public access easement shall be granted to the County within the project boundary along 64th Avenue on the project, from Harrison Street to Tyler Street, sufficient to complete a future 59-FT half-width right-of-way measured from the existing centerline of 64th Avenue, per Standard No. 93, Ordinance No. 461.11.

[PRIVATE STREETS]

For the private streets listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

STREET A is a reserved private street and shall be conveyed as a 96-FT full-width private road easement per Standard No. 94, Ordinance No. 461.11 modified to reduce the full-width to 96-FT.

NOTE: A circular improvement is being proposed at the mid-point of Street A, between Harrison Street and Street B. The private road easement shall provide a curve with a 67-FT radius and transition from the curve to tangent at 25-FT radii.

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Transportation

050 - Transportation. 6 PHASE 1 Right-of-Way Dedication (cont.) Not Satisfied

STREET B is a reserved private street and shall be conveyed as a 100-FT full-width private road easement per Standard No. 94 and Cul-De-Sac per Standard No. 800, Ordinance No. 461.11. At the intersection with proposed Street A, the private road easement shall be convey 114-FT full-width easement (50-FT on the east side of the centerline and 64-FT on the west side of the centerline) per Standard No. 94, Ordinance No. 461.11 modified to increase the full-width right-of-way to 114-FT.

STREET AG is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Cul-De-Sac at the east end per Standard No. 800, Ordinance No. 461.11.

Street AF is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Offset Cul-De-Sac at the west end per Standard No. 800A, Ordinance No. 461.11.

ENTRY Street C is a reserved private street on the project side from 62nd Avenue to Private Street G and shall be conveyed for as an approximate 221.5-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Sufficient easement along the proposed parcel line between Lot 93 and Lot 94 for an Emergency Access Road on the project side from Street H west Cul-De-Sac to Harrison Street shall be conveyed for an emergency use to provide for a 26-FT full-width easement per the tentative map exhibit.

STREET D is a reserved private street and shall be conveyed as a 50-FT full-width private road easement per Standard No. 106, Section B, and Cul-De-Sac at the east end per Standard No. 800, and offset Cul-De-Sac at the west end per Standard No 800A, Ordinance No. 461.11.

STREET E and STREET F are reserved private streets and shall be conveyed as a 50-FT full-width private road easements per Standard No. 106, Section B, Ordinance No. 461.11.

Street G is a reserved private street and shall be conveyed as a 50-FT full-width private road easement per Standard No. 106, Section B, and Cul-De-Sac at the west end per Standard No. 800, Ordinance No. 461.11.

ENTRY Street G and ENTRY Street P are reserved private streets and shall be conveyed as a 71-FT full-width private road easements per modified Standard No. 806, Ordinance No. 461.11.

Street H is a reserved private street and shall be conveyed as a 50-FT full-width right-of-way per Standard No. 106, Section B, and Cul-De-Sac at the west end and at the east end per Standard No. 800, Ordinance No. 461.11.

ENTRY Street W is a reserved private street and shall be conveyed as a 81-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Street M is a reserved private street from Streets N to V and shall be conveyed as a 37-FT

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Transportation

050 - Transportation. 6 PHASE 1 Right-of-Way Dedication (cont.) Not Satisfied

full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11. South of Street V, a 33-FT full-width private easement shall be conveyed per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Streets P, S, and V are reserved private streets and shall be conveyed as 37-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Streets O and T, north of Street W are reserved private streets and shall be conveyed as 37-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street W is a reserved private street and shall be conveyed as a 62-FT to 95-FT varying full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Streets N, Q, R, and U are reserved private streets and shall be conveyed as 33-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

or as approved by the Director of Transportation.

050 - Transportation. 7 PHASE 1 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition,

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Transportation

050 - Transportation. 7 PHASE 1 Road Improvements (Plan) (cont.) Not Satisfied

8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from Harrison Street to Tyler Street and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

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050 - Transportation. 7 PHASE 1 Road Improvements (Plan) (cont.) Not Satisfied

NOTE:1. Follow the interim geometric from the traffic study findings and TS/Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800.

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A.

FULL-WIDTH STREET B
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter and 6 FT sidewalk at 2-FT

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50. Prior To Map Recordation

Transportation

050 - Transportation. 7 PHASE 1 Road Improvements (Plan) (cont.) Not Satisfied

from easement within a 100-FT full-width private road easement in accordance with County Standard No. 94, Ordinance No. 461.11 modified to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the easement and to add 10-FT wide raised median. Install a modified cul-de-sac improvement at the south end per Standard No 800.

NOTE:

1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter and 6 FT sidewalk at 2-FT from the easement within a 114-FT full-width private road easement in accordance with County Standard No. 94, Ordinance No. 461.11 modified Standard No 94 to reduced parkway to 13-FT, increase the full-width to 114-FT, 6-FT sidewalk placement to be 2-FT from the easement, and to add 10-FT wide raised median.

FULL-WIDTH STREETS D, E, F, G & H FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Streets D, E, F, G & H shall be improved with 32-FT full-width of AC pavement, 12 in mow curb flush with the AC pavement at the edge of pavement, and 6-FT graded swale within 9-FT parkway, within a 50-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B.

NOTE:

1. Street D, provide modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, and provide modified Offset Cul-De-Sac improvements and dedicated right-of-way at the east end per the modified County Standard 800A
2. Street H, provide modified Cul-De-Sac improvements and dedicated right-of-way at the east & west end per the modified County Standard 800, Ordinance No. 461.11
3. Street G, provide a modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, Ordinance No. 461.11

FULL-WIDTH ENTRY STREET C FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street C shall be improved with 40-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both side of the raised median, Wedge Curb & Gutter, 5 FT sidewalk within 66.75-FT parkway within a 221.5-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to increase parkway to 66.75-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be 12-FT from the east curb, widen the raised median to 40-FT and widen the right-of-way to 221.5-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET G & ENTRY STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED

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50. Prior To Map Recordation

Transportation

050 - Transportation. 7 PHASE 1 Road Improvements (Plan) (cont.) Not Satisfied

Proposed Entry Street G & Entry Street P shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREETS O, P, S, T, V & M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Streets O, P, S, T, V & M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.

NOTES
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREETS N, Q, R, U & M FOR PRIVATE USE & PRIVATELY MAINTAINED

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50. Prior To Map Recordation

Transportation

050 - Transportation. 7 PHASE 1 Road Improvements (Plan) (cont.) Not Satisfied

Proposed Streets N, Q, R, U & M shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access along parcel line between Lot 93 & Lot 94, from Street H cul-de-sac to Harrison Street and shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 26-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

050 - Transportation. 8 PHASE 2 Right-of-Way Dedication Not Satisfied

[PUBLIC STREETS]

Sufficient public street private road easement along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width private road easement per Standard No. 94, Ordinance No. 461.11.

Sufficient public street private road easement along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width private road easement per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

Sufficient public street private road easement along 62 Avenue on the project side, from Entry Street C to Tyler Street shall be conveyed
for public use to provide for a 110-FT half-width private road easement per Standard No. 82, Ordinance No. 461.11.

[PRIVATE STREETS]

For the private streets listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

Street I is a reserved private street and shall be conveyed as a 50-FT full-width private road easement per Standard No. 106, Section B, and Cul-De-Sac at the west end per Standard No. 800, and offset Cul-De-Sac at the east end per Standard No 800A, Ordinance No. 461.11.

Street L is a reserved private street and shall be conveyed as a 50-FT full-width private road

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050 - Transportation. 8 PHASE 2 Right-of-Way Dedication (cont.) Not Satisfied

easement per Standard No. 106, Section B, and Cul-De-Sac at the west end and at the east end per Standard No. 800, Ordinance No. 461.11.

Street K and Street J is a reserved private street and shall be conveyed as a 50-FT full-width private road easement per Standard No. 106, Section B, Ordinance No. 461.11.

ENTRY Street C, from 62nd Avenue to Private Street G, is a reserved private street and shall be conveyed as a 221.5-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Street G is a reserved private street and shall be conveyed as a 50-FT full-width private road easement per Standard No. 106, Section B, and Cul-De-Sac at the west end per Standard No. 800, Ordinance No. 461.11.

ENTRY Street G is a reserved private street and shall be conveyed as a 71-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Street W is a reserved private street and shall be conveyed as a 62-FT to 95-FT varying full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

ENTRY Street W is a reserved private street and shall be conveyed as a 81-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Streets O and T, south of Street W, are reserved private street and shall be conveyed as 37-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street Z, south of street Y, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11. North of Street Y a 33-FT full-width private road easement shall be conveyed per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Streets Y, AB, AC, AD, and AE, are reserved private street and shall be conveyed as 37-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street X and AA are reserved private street and shall be conveyed as 33-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

An Emergency Access Road on the project side from Street AE to Street AF shall be conveyed for an emergency use to provide for a 30-FT full-width easement per the tentative map exhibit.

Street AF is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Offset Cul-De-Sac at the west end per Standard No. 800A, Ordinance No. 461.11.

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050 - Transportation. 8 PHASE 2 Right-of-Way Dedication (cont.) Not Satisfied
or as approved by the Director of Transportation.

050 - Transportation. 9 PHASE 2 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from 500-FT west of Entry Street C to Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street

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050 - Transportation. 9 PHASE 2 Road Improvements (Plan) (cont.) Not Satisfied

improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north, south and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH ENTRY STREET G FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street G shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.

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050 - Transportation. 9 PHASE 2 Road Improvements (Plan) (cont.) Not Satisfied

2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET C FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street C shall be improved with 40-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both side of the raised median, Wedge Curb & Gutter, 5 FT sidewalk within 66.75-FT parkway within a 221.5-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to increase parkway to 66.75-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be 12-FT from the east curb, widen the raised median to 40-FT and widen the right-of-way to 221.5-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREET G, I, J, K, & L FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street G, I, J, K & L shall be improved with 32-FT full-width of AC pavement, 12 in mow curb flush with the AC pavement at the edge of pavement, and 6-FT graded swale within 9-FT parkway, within a 50-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B.

NOTE:
1. Street I, provide modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, and provide modified Offset Cul-De-Sac improvements and dedicated right-of-way at the east end per the modified County Standard 800A
2. Street L, provide modified Cul-De-Sac improvements and dedicated right-of-way at the east & west end per the modified County Standard 800, Ordinance No. 461.11

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREET O, T, Y, Z, AB, AC & AD FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street O, T, Y, Z, AB, AC & AD shall be improved with 32-FT full-width of AC

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050 - Transportation. 9 PHASE 2 Road Improvements (Plan) (cont.) Not Satisfied

pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREET X, Z & AA FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street X, Z & AA shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET AF FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent per Standard No. 401 within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, and Offset Cul-De-Sac improvements and dedicated right-of-way at the west end per County Standard 800A, Ordinance No. 461.11.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access within Lot 319 from Street AE to Street AF shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 30-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

050 - Transportation. 10 PHASE 3 Right-of-Way Dedication Not Satisfied

[PUBLIC STREET]

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50. Prior To Map Recordation

Transportation

050 - Transportation. 10 PHASE 3 Right-of-Way Dedication (cont.) Not Satisfied

Sufficient public street right-of-way along Harrison Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 84, Ordinance No. 461.11.

[PRIVATE STREET]

For the private street listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

STREET A is a reserved private street and shall be conveyed as a 96-FT full-width private road easement per Standard No. 94, Ordinance No. 461.11 modified to reduce the full-width to 96-FT.

NOTE: A circular improvement is being proposed at the mid-point of Street A, between Harrison Street and Street B. The private road easement shall provide a curve with a 67-FT radius and transition from the curve to tangent at 25-FT radii.

STREET B is a reserved private street and shall be conveyed as a 100-FT full-width private road easement per Standard No. 94 and Cul-De-Sac per Standard No. 800, Ordinance No. 461.11. At the intersection with proposed Street A, the private road easement shall be convey 114-FT full-width easement (50-FT on the east side of the centerline and 64-FT on the west side of the centerline) per Standard No. 94, Ordinance No. 461.11 modified to increase the full-width right-of-way to 114-FT.

Street AG is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Cul-De-Sac at the east end per Standard No. 800, Ordinance No. 461.11. The proposed Street AG shall be privately maintained.

or as approved by the Director of Transportation.

050 - Transportation. 11 PHASE 3 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway from 64th Avenue to 62nd Avenue, shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Street A, B and AG shall be widened with AC

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50. Prior To Map Recordation

Transportation

050 - Transportation. 11 PHASE 3 Road Improvements (Plan) (cont.) Not Satisfied

Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

FULL-WIDTH STREET A
Proposed Street A shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter and 6 FT sidewalk at easement adjacent within a 96-FT full-width private road easement in accordance with County Standard No. 94, Ordinance No. 461.11 modified to reduced parkway to 11-FT, reduced the full-width to 96-FT, 6-FT sidewalk placement to be easement adjacent and to add 10-FT wide raised median.

NOTE:
1. Provide a break in the raised median at mid-point between Harrison Street and private Street B and provide a circular pavement at modified curve rolled curb and gutter, curve 11-FT parkway with 6-FT sidewalk within 48-FT radii within modified curve with 67-FT radii. Provide transition from the curve to tangent at 25-FT radii.

FULL-WIDTH STREET B
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter and 6 FT sidewalk at 2-FT from easement within a 100-FT full-width private road easement in accordance with County Standard No. 94, Ordinance No. 461.11 modified to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the easement and to add 10-FT wide raised median. Install a modified cul-de-sac improvement at the south end per Standard No 800.

NOTE:

1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter and 6 FT sidewalk at 2-FT from the easement within a 114-FT full-width private road easement in accordance with County Standard No. 94, Ordinance No. 461.11 modified Standard No 94 to reduced parkway to 13-FT, increase the full-width to 114-FT, 6-FT sidewalk placement to be 2-FT from the easement, and to add 10-FT wide raised median.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate

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50. Prior To Map Recordation

Transportation

050 - Transportation. 11 PHASE 3 Road Improvements (Plan) (cont.) Not Satisfied

pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north, east and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET AG FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent per Standard No. 401 within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, and Cul-De-Sac improvements and dedicated right-of-way at the east end per County Standard 800Ordinance No. 461.11.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

050 - Transportation. 12 RCTD - TS/DESIGN Not Satisfied

Phase 1A
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)

Phase 1B
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Tyler Street (NS) at 62nd Avenue (EW)

Phase 2

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50. Prior To Map Recordation

Transportation

050 - Transportation. 12 RCTD - TS/DESIGN (cont.) Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals not eligible for fee credit:
Harrison Street (NS) at Project Access 2 (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

050 - Transportation. 13 RCTD - TS/Fair Share Not Satisfied

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harrison Street (NS) at Middleton Street (EW):

The traffic study has determined the project's fair share of the deficiency is 2.9%. The project shall pay its fair share towards the future construction of:
_Traffic Signal

The individual phases shall pay the following fair share:
_Phase 1A: 1.2%
_Phase 1B: 0.4%
_Phase 2: 1.3%

SR-86 (NS) at 62nd Avenue (EW):

The traffic study has determined the project's fair share of the deficiency is 12.2%. The project shall pay its fair share towards the future construction of:
_Provide overlap phasing for the westbound right turn

The individual phases shall pay the following fair share:
_Phase 1A: 5%
_Phase 1B: 1.6%
_Phase 2: 5.6%

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

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Transportation

050 - Transportation. 13 RCTD - TS/Fair Share (cont.) Not Satisfied

Fair Share Note

There are multiple individual projects within each phase. The fair share condition may be satisfied by the first individual project moving forward within the phase. Alternatively, additional traffic analysis may be provided to determine the responsibility of each project.

050 - Transportation. 14 RCTD - TS/Geometrics Not Satisfied

Phase 1A

The intersection of Harrison Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one right-turn lane (300 feet storage) with overlap phasing
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one shared through-right lane
Westbound: one left-turn lane (300 feet storage), one shared through-right lane

The intersection of SR-86 (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one right-turn lane
Southbound: one left-turn lane, two through lanes, one right-turn lane
Eastbound: one left-turn lane, one shared through-right lane (modify signal to provide protected phasing)
Westbound: one left-turn lane, one through lane, one right-turn lane (modify signal to provide protected phasing)

The intersection of Harrison Street (NS) at Project Access 1 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage) (raised median to restrict left turns)
Southbound: one left-turn lane (300 feet storage), one through lane
Westbound: one right-turn only lane (raised median on Harrison Street to restrict left turns) (stop-control)

The intersection of 62nd Avenue (EW) at Project Access 3 (NS) shall be improved to provide the following geometrics:

Northbound: shared left-right lane (stop control)
Eastbound: one through lane, one right-turn lane (300 feet storage)
Westbound: one left-turn lane (150 feet storage), one through lane

The intersection of Tyler Street (NS) at Project Access 4 (EW) shall be improved to provide the following geometrics:

50. Prior To Map Recordation

Transportation

050 - Transportation. 14 RCTD - TS/Geometrics (cont.) Not Satisfied

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 5 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 6 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

Phase 1B

The intersection of Tyler Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (200 feet storage), one shared through-right lane
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one through lane, one right-turn lane (150 feet storage)
Westbound: one left-turn lane (250 feet storage), one shared through-right lane

Phase 2

The intersection of Harrison Street (NS) at Project Access 2 (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage)
Southbound: one left-turn lane (350 feet storage), one through lane
Westbound: one left-turn lane (150 feet storage), one right-turn lane (200 feet storage) with overlap phasing

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County’s Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

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50. Prior To Map Recordation

Transportation

050 - Transportation. 15 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

The project is located in the Whitewater watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. Projects within an airport influence area may require 48-hour max drawdown times. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

050 - Transportation. 16 RCTD-MAP-WQ - WQMP ACCESS AND MAINT Not Satisfied

Prior to map recordation, the Project shall ensure that BMP facilities are placed in dedicated easements and that sufficient legal access to the BMPs are provided for the WQMP. This requirement applies to both onsite and offsite property. In addition, a BMP Maintenance Agreement shall be recorded against the property.

050 - Transportation. 17 Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.
_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include a six-inch-wide curb with a twelve (12) inch wide walkway and shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 2 EASEMENTS/PERMISSION (cont.) Not Satisfied

In instances where the grading plan proposes drainage facilities on adjacent off-site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.
All lot-to-lot drainage shall be placed within a recorded easement.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

060 - BS-Grade. 5 TILE DRAINS Not Satisfied

Prior to the issuance of a grading permit, the existing underdrainage system (tile drains) shall be clearly delineated on the grading plan. The grading plan shall include, but is not limited to following information:

1. Location and depth of the existing tile drains.

2. Proposed location of service risers, tie-ins and inspection vaults.

3. Easement locations.

4. Show any relocating/rerouting of existing drains to accommodate planned subsurface improvements.

5. Appropriate incorporation of supplemental underdrainage devices and proper tie in into tile-drain manifolds and mains.

6. Maintenance responsibility (HOA, CVWD, etc.) shall be noted on plan.

7. The Preliminary Soils report shall include any mitigation measures and these measures shall be incorporated on the grading plan as required.

E Health

060 - E Health. 1 DEH-ECP COMMENT Not Satisfied

Based on the information obtained during review of the Phase I assessment, the following should be performed and reviewed prior to Grading Permit issuance:
• Six soil samples were collected to investigate past pesticides usage. The number of samples is not adequate for a 600-acre area. Additional soil sampling should be collected in accordance with the “Interim Guidance for Sampling Agricultural Properties” (DTSC, 2008).
• Sampling should be conducted in areas of buildings seen in photos no 33, 34 and 35. Especially in areas of equipment service areas, chemical storage areas, sink areas which are directed to septic systems.

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60. Prior To Grading Permit Issuance

E Health

060 - E Health. 1 DEH-ECP COMMENT (cont.) Not Satisfied

- Soil sampling should also be performed in the area of the overflowing 55-gallon drum that contained waste oils, as seen in photo no 43.
- The unused irrigation well at the site should be abandoned under permit by the Department of Environmental Health.

Note: Further information may be required pending review of all requested items.

Planning

060 - Planning. 1 CEQA Filing Not Satisfied

Prior to grading permit issuance, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

060 - Planning. 2 Electrical Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit.

060 - Planning. 3 FEE BALANCE Not Satisfied

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

060 - Planning. 4 MM AQ-1 - Dust Control Not Satisfied

The Project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include:

- Treat and stabilize soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water of site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions;
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation;
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Dust suppressants shall be applied on all unpaved roads within the project construction footprint.
- Limit vehicle speeds on unpaved roads to 25 mph.

060 - Planning. 5 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 5 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

060 - Planning. 6 MM HAZ-1 – Shop Building Waste Oil Not Satisfied

The waste oil in the 5-gallon bucket in the shop building and 55-gallon drum south of the shop building shall be transferred to DOT-certified 55-gallon drums, appropriately labeled, and then transported from the site to a local State-licensed recycler. The oil-impacted soil beneath and adjacent to the waste oil containers shall be excavated and placed into DOT-certified 55-gallon drums. The estimated volume of impacted soil beneath the 5-gallon bucket is 24 cubic feet (four 55-gallon drums). The estimated volume of impacted soil beneath the 55-gallon drum is 40 cubic feet (six 55-gallon drums). This soil shall be transported from the site and properly disposed at a State-licensed disposal facility.

060 - Planning. 7 MM HYD-1 – CVWD Review Not Satisfied

Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by County Planning and CVWD to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.

060 - Planning. 8 MM HYD-2 – NPDES Not Satisfied

The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

060 - Planning. 9 MM HYD-3 – General BMPs Not Satisfied

The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed.
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan Not Satisfied

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan (cont. Not Satisfied

The construction contractor shall implement a County-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit.
Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion.
Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.
a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.
b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.
c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.
d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.
e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains.
f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.
g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.
h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

060 - Planning. 11 MM HYD-5 - Petroleum BMPs Not Satisfied

To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented:

a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products.
b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in

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Planning

060 - Planning. 11 MM HYD-5 - Petroleum BMPs (cont.) Not Satisfied

staging areas established at least 100 feet from delineated streams and other drainages. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations.
c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids.
d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of drainages.
e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility.
f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project.
g) Existing off-site ag drains shall be carefully maintained in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.

060 - Planning. 12 MM HYD-6 – Water Conservation Measures Not Satisfied

The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code. Project plans or separate documentation shall demonstrate compliance.

060 - Planning. 13 REQUIRED APPLICATIONS Not Satisfied

No grading permits shall be issued until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective.

060 - Planning. 14 Water/Wastewater Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water reservoir community benefit.

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.
The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl Clearance Not Satisfied

BUOW Clearance -060 Series
Mitigation Measure BIO-2: Burrowing Owl Habitat Assessment and Surveys
Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the Staff Report on Burrowing Owl Mitigation (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl Clearance (cont.) Not Satisfied

burrow(s) and habitat consistent with the “Mitigation Impacts” section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.
For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.

060 - Planning-EPD. 2 CVMSHCP Compliance Not Satisfied

BIO-4: CVMSHCP Compliance – 60 Series
Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.

060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD Not Satisfied

MBTA 60- Series
Mitigation Measure BIO-1: Nesting Birds
To the greatest extent feasible, Project construction activities, including those at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD (cont.) Not Satisfied

biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.
Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction activities may not occur inside the established buffers, which shall remain onsite until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

060 - Planning-EPD. 4 WEAP 60 Series Not Satisfied

WEAP 60 Series
BIO-3: Worker Environmental Awareness Program Training (WEAP)
A Worker Environmental Awareness Program (WEAP) training will be prepared by the Project biologists and completed by all construction workers, inspectors, , and subcontractors at the Project and reservoir sites prior to the start of any vegetation removal or soil disturbance activities. A hand-out brochure will be prepared for the grading contractor, construction company and other workers that provides information on identifying and avoiding burrowing owl, nesting birds, and other sensitive species potentially occurring on the Project and Reservoir sites and includes pictures of sensitive species and suitable habitat. WEAP training will be completed during the Project's initial safety meeting. A sign-in sheet will be passed around to identify those who have completed the WEAP training and will be included as an appendix in the final monitoring report, if required. This training should be video-taped and replayed to additional construction personnel that start work after the initial safety meeting.

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:
PRIOR TO ISSUANCE OF GRADING PERMITS:
1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

b. PRIMP must be accompanied by the final grading plan for the subject project.

c. Description of the proposed site and planned grading operations.

d. Description of the level of monitoring required for all earth-moving activities in the project area.

e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j. Procedures and protocol for collecting and processing of samples and specimens.

k. Fossil identification and curation procedures to be employed.

l. Identification of the permanent repository to receive any recovered fossil material.

*Pursuant the County “SABER Policy”, paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

m. All pertinent exhibits, maps, and references.

n. Procedures for reporting of findings.

o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report’s content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 0060-Transportation - MAP – APPROVED MAINT EXHIB Not Satisfied

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1 0060-Transportation - MAP – APPROVED MAINT EXHIB Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall submit a Maintenance Exhibit (ME) for approval, on two 11”x17” hard copies and two CD copies to County EDA/CSA. The ME shall have the engineer’s certification for square footage calculations for all facilities requiring maintenance, and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.). The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11”x 17” hardcopies and one fully signed PDF copy on CD).

060 - Transportation. 2 0060-Transportation - MAP – MAINT DISTRICTS – SUBI Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts, with a proposed Maintenance Exhibit and applicable fees.

060 - Transportation. 3 Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer’s certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R’s, and submitting water improvement plans.

060 - Transportation. 4 RCTD - TS / CREDIT/REIMBURSEMENT Not Satisfied

In order to receive any fee credit or reimbursement for improvements, the project proponent shall contact the Transportation Department and enter into an agreement for fee credit or reimbursement prior to advertising. All work shall be preapproved by and shall comply with the requirements of the Transportation Department and the public contracts code in order to be

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 4 RCTD - TS / CREDIT/REIMBURSEMENT (cont.) Not Satisfied

eligible for fee credit or reimbursement.

To enter into an agreement, please contact our Funding Programs group at (951) 955-1667.

For more information regarding the public work bidding requirements please visit the following link:
http://rctlma.org/trans/Land-Development/Funding-Programs/Road-and-Bridge-Benefit-District-RBBD/Public-Works-Bidding-Requirements.

060 - Transportation. 5 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

The project is located in the Whitewater watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. Projects within an airport influence area may require 48-hour max drawdown times. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

060 - Transportation. 6 Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE, a sight distance analysis shall be provided on proposed street intersecting with Harrison Street, 62nd Avenue and Tyler Street per Standard No. 821, Ordinance No. 461.11.

or as approved by the Director of Transportation.

70. Prior To Grading Final Inspection

E Health

070 - E Health. 1 DEH - Destruction of any wells/OWTS Not Satisfied

Prior to grading permit final, confirmation of no presence of wells or onsite wastewater treatment systems (OWTS)/septic systems. If discovered, obtain destruction permits from DEH.

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines
Prehistoric Resources- One of the following treatments shall be applied.
a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom Not Satisfied

PRIOR TO SCHEDULING ANY IMPLEMENTING PROJECT FOR PUBLIC HEARING, THE FOLLOWING CONDITION SHALL BE PLACED ON THE IMPLEMENTING PROJECT:

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading

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70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

070 - Planning-PAL. 2 Gen - Custom Not Satisfied

PRIOR TO SCHEDULING ANY IMPLEMENTING PROJECT FOR PUBLIC HEARING, THE FOLLOWING CONDITION SHALL BE PLACED ON THE IMPLEMENTING PROJECT:

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 2 ROUGH GRADE APPROVAL (cont.) Not Satisfied

plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1 Prior to permit Not Satisfied

1. 080-Phased Construction Access and Water Supply-Fire
If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Contact our office for submittal instructions.

2. 080-Tract Water Verification-Fire
The required water system, including all fire hydrant(s), shall be installed, and accepted by the appropriate water agency and the Riverside County Fire Department prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Department to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary access. Approved water plans must be at the job site.

3. 080-Fire Department Plan Review-Fire
Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

Planning

080 - Planning. 1 CAP MEASURES Not Satisfied

Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating that the improvements and/or buildings subject to each building permit application include measures from the County of Riverside Climate Action Plan Greenhouse Gas Emissions Screening Tables (Appendix F to the Climate Action Plan), as needed to achieve the required 100 points.

080 - Planning. 2 COLOR SCHEME Not Satisfied

Colors/materials shall conform substantially to those shown on PPT240016, unless otherwise approved.

080 - Planning. 3 Electrical Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 3 Electrical Service (cont.) Not Satisfied

Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit as well as status and timeline for IID approvals and construction schedule of the substation.

080 - Planning. 4 FEE BALANCE Not Satisfied

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

080 - Planning. 5 MM AES-1 – Landscaping Design Not Satisfied

Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.

080 - Planning. 6 MM AES-2 – Walls/Fences Not Satisfied

Free-standing walls and fences, where contemplated, shall be constructed to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.

080 - Planning. 7 MM AES-3 – Lighting Not Satisfied

All outdoor lighting shall be in compliance with Riverside County Lighting Ordinances 655 and 915, and applicable Specific Plan guidelines. Other lighting recommendations include the following:
a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.
b. Lighting fixtures shall be of appropriate scale, style, and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.
c. The intensity of light at the boundary of the HBFC campus shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
d. All lighting shall be directed onto the site and away from adjacent properties with appropriate shielding, and minimal fixture height to ensure minimum impact on adjoining lands and streets.
e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.

080 - Planning. 8 MM AES-4 – Landscape Lighting Not Satisfied

Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.

080 - Planning. 9 MM AES-5 – Exterior Lighting Not Satisfied

Exterior building and other security lighting for individual developments shall be integral to the

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 9 MM AES-5 – Exterior Lighting (cont.) Not Satisfied

building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

080 - Planning. 10 MM AES-6 – Power Lines Underground Not Satisfied

Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the County and Imperial Irrigation District (IID).

080 - Planning. 11 MM AES-7 – IID/CVWD Lighting Not Satisfied

Lighting at the IID substation and all CVWD well sites shall be fully shielded from adjoining properties or streets, and the minimum intensity needed to provide security and meet the functional needs of these facilities.

080 - Planning. 12 MM AES-8 - Artificial Nighttime Lighting Not Satisfied

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

080 - Planning. 13 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

080 - Planning. 14 MM AQ-3 - Title 24 Compliance Not Satisfied

All building construction shall comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations. Project plans or separate documentation shall demonstrate compliance.

080 - Planning. 15 MM NOI-1 – Noise Analysis Not Satisfied

Detailed noise analysis is required for all future residential land uses. These final noise studies shall combine the recommendations provided in the Project-wide Noise Analysis Report with precise grading plans and building design specifications.

Prior to the recordation of final maps or the issuance of building permits for planned residential uses, the applicant shall provide precise grading plans and actual building design

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 15 MM NOI-1 – Noise Analysis (cont.) Not Satisfied

specifications, as well as detailed analysis demonstrating the efficacy of the planned noise mitigation measures, including location and height of masonry walls, distance between the noise source and residential lots, and other noise buffers, to ensure that the County of Riverside 65 dBA CNEL exterior noise level standard is met.

080 - Planning. 16 MM NOI-3 – Residential Noise Design Not Satisfied

In order to meet the 45 dBA CNEL interior noise level standard established the County of Riverside, all residential units shall meet a 'windows-closed condition' by including a means of mechanical ventilation (e.g. air conditioning). The Project's residences shall also provide the following standard building construction measures to ensure the interior noise level standard is met:

- Windows and glass doors: All windows must have a minimum Sound Transmission Class (STC) rating of 27. Hotel and condominiums in PA-5 must provide upgraded windows with a minimum STC rating of 36 for all windows facing Harrison Street and Avenue 64.
- Doors (non-glass): All exterior doors must be weather-stripped and have minimum STC ratings of 27.
- Walls: Any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be installed per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceiling shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic.
- Ventilation: All habitable rooms must be designed such that circulated air will be provided even if exterior doors and windows are closed. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided to satisfy the requirements of the Uniform Building Code.

080 - Planning. 17 Park Plans/Construction Not Satisfied

Prior to issuance of a building permit, the builder/developer shall submit detailed plans of the park and amenity areas within each residential Planning Area for review and approval by the County. The plans shall be consistent with the requirements and design guidelines of the Specific Plan. The plans shall include a construction completion plan for parks to be completed at approximately 2/3 of the total buildout for each residential Planning Area. This construction completion plan may include phasing of the parks/amenities if there are multiple within a particular Planning Area and if overall phasing of development is planned with the intent that such parks and amenities are provided at approximately 2/3 of the buildout of a particular area or subarea based on phasing.

080 - Planning. 18 RENEWABLE ENERGY Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 30 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

This condition implements EIR MM GHG-1

The energy demand shall be determined at the initial building permit stage. Utilizing the energy

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 18 RENEWABLE ENERGY (cont.) Not Satisfied

demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

080 - Planning. 19 ROOF MOUNTED EQUIPMENT Not Satisfied

Roof-mounted mechanical equipment shall not be permitted within the subdivision, however, solar equipment or any other energy saving devices shall be permitted with County Planning Department approval.

080 - Planning. 20 SCHOOL MITIGATION Not Satisfied

Impacts to the Coachella Valley Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 21 UNDERGROUND UTILITIES Not Satisfied

All utility extensions within a lot shall be placed underground.

080 - Planning. 22 WALLS/FENCING PLAN Not Satisfied

The land divider/permit holder shall file a Wall/Fencing Plan to the County Planning Department for review and approval. Said plan shall be submitted to the Department in the form of a plot plan application pursuant to County Ordinance No. 348, Section 18.30.a.(1) (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department), along with the current fee conforming with the Tentative Tract Map and Specific Plan. The plan shall be in compliance with Section 18.12, and the TENTATIVE MAP conditions of approval.

A. The plan shall show all project fencing including, but not limited to, perimeter fencing, side and rear yard fencing, and open space or park fencing. A typical frontal view of all fences shall be shown on the fencing plan.

B. All utility service areas and enclosures shall be screened from view with landscaping or decorative barriers or baffle treatments, as approved by the Planning Department.

C. All wood fencing shall be treated with heavy oil stain to match the natural shade to prevent bleaching from irrigation spray.

D. Front yard return walls shall be constructed of masonry slump stone or material of similar appearance, maintenance, and structural durability) and shall be a minimum of five feet in height.

E. Side yard gates are required on one side of front yard, and shall be constructed of wrought iron, wood, vinyl or tubular steel. Side and rear yard fencing shall be masonry, slump stone or other material of similar appearance, maintenance, and structural durability. Chain link fencing is not permitted. All construction must be of good quality and sufficient durability with an approved stain and/or sealant to minimize water staining. (Applicants shall provide specifications that shall be approved by the Planning Department).

F. All new residences constructed on lots of less than 20,000 square feet shall include rear and side yard fencing constructed of masonry block that is a minimum of five (5) feet in height. The maximum height of walls or fencing shall be six (6) feet in height. In the desert areas,

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Planning

080 - Planning. 22 WALLS/FENCING PLAN (cont.) Not Satisfied

block walls are discouraged on the perimeter in favor of increased setbacks with extensive drought tolerant landscaping, berms and fencing such as split rails.

G. Except for the desert areas, all lots having rear and/or side yards facing local streets or otherwise open to public view shall have fences or walls constructed of decorative block.

H. Corner lots shall be constructed with wrap-around decorative block wall returns (Note: exceptions for the desert area discussed above).

I. Side yard gates are required on one side of the home and shall be constructed of powder-coated wrought iron or tubular steel.

J. Wrought iron or tubular steel fence sections may be included within tracts where view opportunities and/or terrain warrant its use. Where privacy of views is not an issue, tubular steel or wrought iron sections should be constructed in perimeter walls in order to take advantage of casual view opportunities.

080 - Planning. 23 Water/Wastewater Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water reservoir community benefit as well as status and timeline for CVWD approvals and construction schedule of the reservoir.

Planning-EPD

080 - Planning-EPD. 1 Condition to get lighting plan Not Satisfied

80 Series Condition to get lighting plan
Prior to the issuance of building permits a lighting plan must be submitted for review and approval by EPD. The lighting plan must demonstrate that all lighting for the project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas.

080 - Planning-EPD. 2 Reporting Special Status Species/Plant Communities Not Satisfied

As required by Bio Mitigation Measure 5 of the Final EIR, dated March 7, 2025, for the Thermal Ranch Specific Plan (SP No. 00401), prior to building permit issuance, the projects biologist must submit to EPD either a document stating that no special-status species or natural communities were detected or a document stating that any special-status species or natural communities were reported to the California Natural Diversity Database (CNDDB). If data is submitted to the CNDDB occurrence information must be submitted to EPD.

Transportation

080 - Transportation. 1 0080-Transportation - MAP – ANNEX ALL MAINT DISTR Not Satisfied

Prior to issuance of a building permit, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 1 0080-Transportation - MAP – ANNEX ALL MAINT DISTR Not Satisfied

080 - Transportation. 2 080 - Transportation - Landscape Inspection Deposit Red Not Satisfied

Landscape Inspection Deposit Required

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

Landscape Plot Plan/Permit Required

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the (stamped) approved grading plans; and,
4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

4) The use of canopy trees (24 inch box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Landscape Project Specific Requirements

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

A. Landscape planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
B. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
C. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
D. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
E. Project shall prepare water use calculations as outlined in Ord 859.3.
F. Trees shall be hydrozoned separately.
G. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
H. The developer/ permit holder/landowner shall use the County of Riverside’s California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.
I. All plant materials within landscaped areas shall be maintained in a viable growth condition

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080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

throughout the useful plant life, and replaced with an equal or lessor water use plant.
J. Project shall use County standard details for which the application is available in County Standard Detail Format regardless of maintenance responsibility.
K. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
L. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
M. Plant species shall meet ALUC requirements, if applicable.
N. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
O. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
P. Project shall use (100) Percent point source irrigation type for shrubs/groundcover/vines regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
Q. Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.
R. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.
S. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
T. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
U. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.
V. The medians along 62 Avenue and Harrison Street shall be landscaped, with greater than fifty percent (50%) of the total landscaped area consisting of hardscape elements designed to facilitate maintenance access as approved by the County and maintenance district. The landscaped area of the median is defined as the area within the full width of the median between maintenance strips. The top of curb, maintenance strips, and any hardscape areas within portions of median that are less than full width are excluded from the required hardscape in the landscaped area.

080 - Transportation. 5 RCTD-MAP-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

Waste Resources

080 - Waste Resources. 1 Waste Recycling Plan Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) – Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 1 Waste Recycling Plan (cont.) Not Satisfied

WastePlanning@rivco.org. A copy of Form B can be found at (https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

A six-inch-wide curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a “Wet Signed” copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.
3. Submitting a “Wet Signed” copy of the Certification certifying the installation of any onsite storm drain systems not inspected by Riverside County Flood Control District or the Riverside County Transportation Department. (Only to be inserted when required)
Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Planning

090 - Planning. 1 BLOCK WALL ANTIGRAFFITI Not Satisfied

An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to both the TLMA - Land Use Division, and the Development Review Division.

090 - Planning. 2 CAP MEASURES - INSTALLED Not Satisfied

Prior to building permit final/occupancy, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating that the improvements and/or buildings subject to each building permit application include measures from the County of Riverside Climate Action Plan Greenhouse Gas Emissions Screening Tables (Appendix F to

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90. Prior to Building Final Inspection

Planning

090 - Planning. 2 CAP MEASURES - INSTALLED (cont.) Not Satisfied
the Climate Action Plan), as needed to achieve the required 100 points.

090 - Planning. 3 Electrical Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary electrical service infrastructure, including the substation at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, and IID.

090 - Planning. 4 LANDSCAPE SIGNAGE Not Satisfied

Landscape Signage Required on Model Home Complexes

The developer/ permit holder shall:
Prior to building permit final inspection, Model Home Complexes (MHC) shall display a sign indicating that the home features water efficient planting and irrigation. The sign shall be displayed in the front yard of each home and be clearly visible to the prospective home buyers.

090 - Planning. 5 MM GHG-2 - Electric Vehicle Charging Not Satisfied

Provide electric vehicle charging infrastructure in both commercial parking lots and residential garages.

090 - Planning. 6 MM NOI-2 – Noise Walls Not Satisfied

Perimeter masonry walls shall extend either to the recommended height above the pad elevation of the lot being shielded, or if the road is elevated above the pad, then the barrier shall be extended to the recommended height above the highest point between the residence and the road. Wall construction shall be in accordance with the specifications set forth in the Project Noise Report.

090 - Planning. 7 QUIMBY FEES (2) Not Satisfied

The land divider/permit holder shall present certification to the Riverside County Planning Department that payment of parks and recreation fees and/or dedication of land for park use in accordance with Section 10.35 of County Ordinance No. 460 has taken place. aid certification shall be obtained from Desert Recreation District.

090 - Planning. 8 RENEWABLE ENERGY Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 30 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to building permit final inspection, the renewable energy system as approved with the prior condition shall be installed and ready for operation.

This condition implements EIR MM GHG-1

090 - Planning. 9 WALL/FENCING COMPLIANCE Not Satisfied

Walls and fencing shall be provided throughout the subdivision in accordance with the approved final site development plans and walls/fencing plan.

090 - Planning. 10 Water Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary domestic water service infrastructure, including the

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90. Prior to Building Final Inspection

Planning

090 - Planning. 10 Water Infrastructure Complete (cont.) Not Satisfied

water reservoir at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, Environmental Health and CVWD.

Planning-EPD

090 - Planning-EPD. 1 Condition to inspect lighting being shielded Not Satisfied

90 series Condition to inspect lighting being shielded.
Prior to building final inspection EPD staff must verify that all lighting has been installed as presented in the EPD approved lighting plan. EPD staff will ensure that lighting is directed away from surrounding open space and agricultural areas, is cast downward and is fully shielded.

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drough Not Satisfied

Landscape Inspection and Drought Compliance

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 80% Completion Not Satisfied

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

a) Primary and required alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.

b) Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks, and driveway approaches shall be installed. The final lift of asphalt concrete pavement on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The Project shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 80% Completion (cont.) Not Satisfied

maintenance of these facilities until all improvements within the tract boundary are completed and accepted into the County maintained system.

c) Storm drains and flood control facilities shall be completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.

d) Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.

e) Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade.

f) Written confirmation of acceptance from sewer purveyor is required.

g) Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance Nos. 461.11 and 859.

090 - Transportation. 3 Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

090 - Transportation. 4 Complete Landscaping Installation Not Satisfied

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 Complete Landscaping Installation (cont.) Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 5 PHASE 1 Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from Harrison Street to Tyler Street and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 PHASE 1 Road Improvements (Installation) (cont.) Not Satisfied

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:1. Follow the interim geometric from the traffic study findings and TS/Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.

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090 - Transportation. 5 PHASE 1 Road Improvements (Installation) (cont.) Not Satisfied

7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800.

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:

1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and

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090 - Transportation. 5 PHASE 1 Road Improvements (Installation) (cont.) Not Satisfied

gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
2. For public use, the street shall not be gated nor fence within the right-of-way.

FULL-WIDTH STREETS D, E, F, G & H FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Streets D, E, F, G & H shall be improved with 32-FT full-width of AC pavement, 12 in mow curb flush with the AC pavement at the edge of pavement, and 6-FT graded swale within 9-FT parkway, within a 50-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B.

NOTE:

1. Street D, provide modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, and provide modified Offset Cul-De-Sac improvements and dedicated right-of-way at the east end per the modified County Standard 800A
2. Street H, provide modified Cul-De-Sac improvements and dedicated right-of-way at the east & west end per the modified County Standard 800, Ordinance No. 461.11
3. Street G, provide a modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, Ordinance No. 461.11

FULL-WIDTH ENTRY STREET C FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street C shall be improved with 40-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both side of the raised median, Wedge Curb & Gutter, 5 FT sidewalk within 66.75-FT parkway within a 221.5-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to increase parkway to 66.75-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be 12-FT from the east curb, widen the raised median to 40-FT and widen the right-of-way to 221.5-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET G & ENTRY STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street G & Entry Street P shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

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090 - Transportation. 5 PHASE 1 Road Improvements (Installation) (cont.) Not Satisfied

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREETS O, P, S, T, V & M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Streets O, P, S, T, V & M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.

NOTES
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREETS N, Q, R, U & M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Streets N, Q, R, U & M shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access along parcel line between Lot 93 & Lot 94, from Street H

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090 - Transportation. 5 PHASE 1 Road Improvements (Installation) (cont.) Not Satisfied

cul-de-sac to Harrison Street and shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 26-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 6 PHASE 2 Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from 500-FT west of Entry Street C to Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as

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090 - Transportation. 6 PHASE 2 Road Improvements (Installation) (cont.) Not Satisfied

determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north, south and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH ENTRY STREET G FOR PRIVATE USE & PRIVATELY MAINTAINED

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090 - Transportation. 6 PHASE 2 Road Improvements (Installation) (cont.) Not Satisfied

Proposed Entry Street G shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET C FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street C shall be improved with 40-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both side of the raised median, Wedge Curb & Gutter, 5 FT sidewalk within 66.75-FT parkway within a 221.5-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to increase parkway to 66.75-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be 12-FT from the east curb, widen the raised median to 40-FT and widen the right-of-way to 221.5-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREET G, I, J, K, & L FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street G, I, J, K & L shall be improved with 32-FT full-width of AC pavement, 12 in mow curb flush with the AC pavement at the edge of pavement, and 6-FT graded swale within 9-FT parkway, within a 50-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B.

NOTE:
1. Street I, provide modified Cul-De-Sac improvements and dedicated right-of-way at the west end per the modified County Standard 800, and provide modified Offset Cul-De-Sac improvements and dedicated right-of-way at the east end per the modified County Standard 800A
2. Street L, provide modified Cul-De-Sac improvements and dedicated right-of-way at the east & west end per the modified County Standard 800, Ordinance No. 461.11

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised

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090 - Transportation. 6 PHASE 2 Road Improvements (Installation) (cont.) Not Satisfied

median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREET O, T, Y, Z, AB, AC & AD FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street O, T, Y, Z, AB, AC & AD shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREET X, Z & AA FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street X, Z & AA shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET AF FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent per Standard No. 401 within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, and Offset Cul-De-Sac improvements and dedicated right-of-way at the west end per County Standard 800A, Ordinance No. 461.11.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access within Lot 319 from Street AE to Street AF shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 30-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental

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090 - Transportation. 6 PHASE 2 Road Improvements (Installation) (cont.) Not Satisfied

clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 7 PHASE 3 Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway from 64th Avenue to 62nd Avenue, shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Street A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

FULL-WIDTH STREET A FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street A shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at right-of-way adjacent within a 96-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 11-FT, reduced the full-width right-of-way to 96-FT, 6-FT sidewalk placement to be right-of-way adjacent and to add 10-FT wide raised median.

NOTE:
1. Provide a break in the raised median at mid-point between Harrison Street and private Street B and provide a circular pavement at modified curve rolled curb & gutter, curve 11-FT parkway

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090 - Transportation. 7 PHASE 3 Road Improvements (Installation) (cont.) Not Satisfied

with 6-FT sidewalk within 48-FT radii within modified curve right-of-way dedication with 67-FT radii. Provide right-of-way transition from the curve to tangent at 25-FT radii.
2. For public use, the street shall not be gated nor fence within the right-of-way.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:
1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
2. For public use, the street shall be not gated nor fence within the right-of-way.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north, east and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET AG FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent per Standard No. 401 within a 60-FT full-width

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Transportation

090 - Transportation. 7 PHASE 3 Road Improvements (Installation) (cont.) Not Satisfied

dedicated right-of-way in accordance with County Standard No. 105A, Section A, and Cul-De-Sac improvements and dedicated right-of-way at the east end per County Standard 800Ordinance No. 461.11.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 8 RCTD - TS/INSTALLATION Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Phase 1A
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)

Phase 1B
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Tyler Street (NS) at 62nd Avenue (EW)

Phase 2
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals not eligible for fee credit:
Harrison Street (NS) at Project Access 2 (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

090 - Transportation. 9 RCTD - TS/INTERCONNECT Not Satisfied

The project proponent shall be required to provide traffic signal interconnect between the traffic signal at Harrison Street (NS) at 62nd Avenue (EW) and Tyler Street (NS) at 62nd Avenue

Plan: TTM38578 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD - TS/INTERCONNECT (cont.) Not Satisfied

(EW).

The project proponent shall be required to provide traffic signal interconnect between the traffic signal at Harrison Street (NS) at 62nd Avenue (EW) and Harrison Street (NS) at Project Access 2 (EW).

or as approved by the Transportation Department.

090 - Transportation. 10 RCTD-MAP-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

090 - Transportation. 11 Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No 673.

090 - Transportation. 12 Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 13 Utility Installation Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance No. 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

Waste Resources

090 - Waste Resources. 1 Waste Reporting Form and Receipts Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts

Plan: TTM38578 Parcel: 751020002

90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 1 Waste Reporting Form and Receipts (cont.) Not Satisfied

or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

12/02/25, 9:32 am **PPT230005**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT230005. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT230005) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan No. 230005 is a proposal for Horse Park Workforce Housing on 41.3 acres that includes 500 units and 300 RV parking stalls.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards
2. Specific Plan Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated 9/16/25.
Exhibit B (Conceptual Elevations/Floorplans), dated 2/16/25.
Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 9/15/25.

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
- The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Government Code Section 66020 (90 Days to Protest)
- Government Code Section 66499.37 (Hold Harmless)
- State Subdivision Map Act
- Native American Cultural Resources, and Human Remains (Inadvertent Find)
- School District Impact Compliance
- Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
- Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 555 (Surface Mining and Reclamation)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)
   - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
   - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT230005 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decisior made by the COUNTY concerning PPT230005, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Environmental Impact Report have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project Environmental Impact Report.

BS-Plan Check

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS:
CODE/ORDINANCE REQUIREMENTS:
The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted 2022 California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.
PERMIT ISSUANCE:
Per section 105.1 (2022 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.
The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.
The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.
At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.
ACCESSIBLE PATH OF TRAVEL:
1- The accessible path of travel details shall include;
1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:
1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.
2- Relocate the ADA parking to comply with the following:
Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance
3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

E Health

ADVISORY NOTIFICATION DOCUMENT

E Health

E Health. 1 DEH - CVWD Water and Sewer Service (cont.)

E Health. 1 DEH - CVWD Water and Sewer Service

Based on information submitted during entitlement, PPT230005 is being developed by connected to Coachella Valley Water District (CVWD) water and sewer service. Documentation establishing actual service will be required during the proper milestones (ex: map recordation, building permit issuance, etc...).

Fire

Fire. 1 Gen - Custom

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the current edition of California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.
These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.
a. Will Serve Letters from the responsible water purveyor are required prior to a map recordation.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Where new water mains are extended along streets where hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4” x 2 ½” x 2 ½” (super hydrant). Reference CFC as amended and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC as amended and

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Gen - Custom (cont.)

Riverside County Fire Department Policies and Standards.
a. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage shall be in compliance with Riverside County Fire Department Standards.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

6. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

7. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

8. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC as amended.

10. Gate Access - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

11. Water Plans - If fire hydrants are required to be installed, applicant/developer shall furnish the water

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Gen - Custom (cont.)

system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC as amended.

12. Emergency Responder Communication 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. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 ALUC General Conditions

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 5 of the Harvest Valley/Winchester Area Plan:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC General Conditions (cont.)

toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The notice as attached in ALUC's July 13, 2023 letter shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
The project shall also be consistent with the findings and recommended mitigations of the Wildlife Hazard Site Visit and Wildlife Hazard Management Plan (prepared by Russell P. DeFusco March 2023).

5. This project has been evaluated as consisting of 223.1 acres of Equestrian Center, 194.3 acres of Estate Residential, 69.5 acres of Medium Density Residential, 41.1 acres of High Density Residential, 54.4 acres of Hotel/Resort, 21.4 acres of Commercial Retail, proposing overall a total maximum of 1,362 dwelling units,

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC General Conditions (cont.)

320 RV spaces, and 285,000 square feet of commercial building area, and specifically for the Equestrian Center, including a 65,395 square foot VIP Barn, 8 private barns totaling 51,776 square feet, 8 private barns totaling 48,368 square feet, 21 large barns totaling 446,040 square feet, 5 retail barns totaling 3,000 square feet, 2 retail buildings totaling 8,000 square feet, and a 6,885 square foot office building accommodating 5,370 people, resulting in an average intensity of 24 people per acre, which is consistent with Compatibility Zone D average intensity criterion of 100 people per acre. Any increase in building area, change in use to any use, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.

6. At least 61.55 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the open space exhibit shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

Planning. 3 Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

Planning. 4 Causes for Revocation

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 5 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 6 Construction Noise

All construction activities shall comply with Riverside County Noise Ordinance Ordinances No. 847. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors

Planning. 7 CVWD Reservoir

The Coachella Valley Water District (CVWD) has conditioned providing domestic water service to the project on developer constructing a new 5 million gallon (MG) reservoir in the existing Middleton pressure zone, which exceeds the storage requirements of the project by more than 2.5 MG that would create additional capacity for the surrounding area as a project community benefit. Developer shall construct the new 5 MG reservoir at the specified timeframes as required to provide water service to the project site based on CVWD, Riverside County requirements, and project conditions of approval. Any reduction

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 7 CVWD Reservoir (cont.)

substantially below the double project demand will be considered by the Planning Director in consultation with CVWD and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the 5 MG reservoir shall be subject to CVWD approval.

Planning. 8 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 9 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 10 IID Substation

Imperial Irrigation District (IID) has conditioned providing electrical service to the project on developer funding and constructing a new substation to be dedicated to IID. Developer shall construct a new substation that provides at 50 MegaVolt-Ampere (MVA) that is estimated to provide more than double the capacity needed for the project at the specified timeframe needed to provide electrical service to the project, thus creating additional capacity for the surrounding area as a project community benefit. Final design and sizing of the substation shall take this sizing of the substation providing double the capacity needed for the project into account if lesser or greater substation sizing may be appropriate based on project final design. Any reduction substantially below double the project demand will be considered by

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 10 IID Substation (cont.)

the Planning Director in consultation with IID and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the substation shall be subject to IID approval.

Planning. 11 MM AES-8 - Artificial Nighttime Lighting

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning. 12 MM AIR-1 – Basin Drainage

If the Project will include stormwater retention basins, such features must drain within 48 hours following the end of flooding events. Retention structures shall remain dry between such events. Permanent retention of water, defined as outside the above parameters, is prohibited within the separation criteria defined by the FAA and ALUC.

Planning. 13 MM AIR-2 – Water Feature Vegetation

If the developer proposes any long-term water features with untreated water that could allow vegetation in or along the edges of the feature, the following strategies must be applied to minimize the attractiveness to potentially hazardous species:

o The shape of any natural water features shall be engineered to eliminate coves, peninsulas, and convoluted shorelines to create an open structure that is less attractive to species of interest.

o A water clarification system shall be installed to “sterilize” the water and remove organic matter that would otherwise form the base of a food chain that could promote zooplankton, macroinvertebrates and larger species that would feed on.

o The walls of any potential water features shall be designed with steep sides in order to limit shallow shoreline access for wading birds, and developed with a sand or gravel shoreline to prevent vegetation from forming. In addition, vegetation shall be prevented from growing along the margins of water features.

o The Project shall have staff dedicated to maintenance of any potential water features. This maintenance would involve cleaning of debris, and removal of vegetation and algae.

Planning. 14 MM AIR-4 – Miniature Golf Turf

If the Project will include a miniature golf course, it shall be constructed using artificial turf. No water features should be included as part of the course design.

Planning. 15 MM AIR-6 – Organic Trash

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Planning

Planning. 15 MM AIR-6 – Organic Trash (cont.)

All household or industrial trash that includes organic material or food items shall be contained and covered at all times.

o Manure generated in both community and individuals stables and horse training and competition areas shall be removed in conjunction with daily maintenance of facilities.

o Dumpsters and household trash containers shall have lids that remain closed and that cannot be breeched or opened by birds or other wildlife.

o Signs should be prominently placed in strategic locations to ensure that concessions and patrons using on-site swimming pools, recreational facilities, miniature golf courses, and clubhouses shall not intentionally or unintentionally feed birds anywhere on site. The no feeding policy shall be strictly enforced and shall be a mandatory inclusion in project covenants governing residents and guests.

Planning. 16 MM AIR-7 – ALUC Wildlife Management

In addition to the passive deterrent measures provided above, wildlife management may include additional active deterrent measures, as necessary. Examples of possible active deterrent measures include:

o Maintenance personnel trained and equipped to disperse birds that may attempt to access the facility. Such active harassment would be particularly important for the equestrian facilities and for any water bodies.

o Sonic devices, particularly long-range hailing devices with focused, high-decibel sound may be used to deter birds from the site.

o Other methods of active deterrents, each with specific requirements and limitations include: remote-controlled devices such as drones, trained dogs, trained birds of prey, lasers, and removal of nests.

Planning. 17 MM AQ-5- Landscape Maintenance

Electric landscape maintenance equipment, including leaf blowers and lawn mowers, shall be used on-site to the greatest extent practicable.

Planning. 18 MM AQ-6 - Cleaning Products

Water-based or low VOC cleaning products shall be used on-site to the greatest extent practicable.

Planning. 19 MM AQ-7 - Recycling Programs

All future development shall participate in a recycling program to reduce the amount of solid waste disposed of in landfills.

Planning. 20 MM GHG-3 - Energy Efficient Appliances and Equipment

All new residential and commercial construction shall install energy efficient appliances that are ENERGY STAR-certified. The project shall require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units (General Plan AQ Policy 4.2)

Planning. 21 MM GHG-4 - Loading Dock Electrification

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 21 MM GHG-4 - Loading Dock Electrification (cont.)

All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel.

Planning. 22 MM GHG-5 - Public Lighting

Public street and area lighting shall use high efficiency lighting, such as warm temperature LED lighting, consistent with guidelines of the International Dark Sky Association.

Planning. 23 MM GHG-6 - Water-Efficient Landscapes

Design water-efficient landscapes. Assumes most residential and commercial landscaping will be drought tolerant landscaping with a low water demand requiring a drip system, with the exception of the equestrian center which will include large grass areas. This is a proposed design feature of the Project.

Planning. 24 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 25 Noise Monitoring Reports

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Department of Building and Safety, unless more time is allowed through written agreement by the Department of Building and Safety. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Service Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

Planning. 26 Outside Storage

No outside storage is proposed as a part of this development proposal.

Planning. 27 Planning - Electric Vehicle Parking

Pursuant to Ordinance No. 348 Section 18.12, "Electric Vehicle Parking and Charging Stations", All development projects that require fifty (50) or more parking spaces shall designate three (3) spaces for electrical vehicles, and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. eight (8) electrical vehicle parking spaces are required. Additionally, the electrical vehicle parking spaces shall be serviced by an electrical vehicle charging station.

Planning. 28 Planning- EXTERIOR NOISE LEVELS

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 28 Planning- EXTERIOR NOISE LEVELS (cont.)

outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

Planning. 29 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 30 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 31 SCAQMD Rule 1113

The Project is required to comply with the provisions of the SCAQMD Rule 1113 “Table of Standards” pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

Planning. 32 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, “Nuisance” which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 33 Signage

A sign proposal is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning. 34 Subdivision Prior to Building Sale

Prior to the sale of any individual building, a subdivision shall be recorded.

Planning-CUL

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 1 Human Remains (cont.)

Planning-CUL. 1 Human Remains

If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

Planning-CUL. 2 PDA Accepted

County Archaeological Report (PDA) 8294 submitted for this project GPA230001, SP00401, TPM38531, TTM38578, PPT230005, PPT230006, was prepared by CRM Tech and is entitled: "Update to Historical/Archaeological Resources Survey, Thermal Ranch Specific Plan APN's 751-020-003-006 and 007 Thermal Area, Riverside County, California", dated October 21, 2022.

PDA 8294 concluded: The intensive-level field survey produced completely negative results for potential cultural resources. Throughout the course of the survey, no archaeological features or artifact deposits, either prehistoric or historic in origin, were discovered within the project boundaries. All of the structures on the property are clearly of modern origin, and none of the other built-environment features found within the project area demonstrates any distinctively historical characteristics, either.
Therefore, none of the structures or the other features requires further consideration as potential cultural resources.

PDA 8294 recommends: Since no historical resources were encountered during the course of this study, CRM TECH presents the following recommendations to the County of Riverside:
• No historical resources exist within or adjacent to the project area, and thus the project as currently proposed will not cause a substantial adverse change to any known historical resources.
• No further cultural resources investigation is necessary for the proposed project unless development plans undergo such changes as to include areas not covered by this study.
• If buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.
If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 3 Unanticipated Resources (cont.)

meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240008, submitted for the project SP00401, was prepared by Petra Geosciences, Inc., and is titled “Updated Geotechnical Report, Equestrian Estates Development, APN’s 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC of Avenue 64 and Harrison Street, Thermal Area, Riverside County, California”, dated April 13, 2022. In addition, Petra prepared “Response to Review Comments, County Geologic Report No. 240008, Equestrian Estates Development, APN’s 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC Avenue 64 and Harrison Street, Thermal Area, Riverside County, California” dated April 29, 2024. This document is herein incorporated as a part of GEO240008.

GEO240008 concluded:

1. No active faults are known to project through the property.
2. The site does not lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. Tile drains are known to exist at the site.
4. An irrigation consultant (a CA registered Civil Engineer) with expertise in tile drain relocation has been contracted to evaluate existing conditions and design a rerouted tile drain system to maintain the integrity of the regional groundwater level control.
5. Accordingly, groundwater levels are not anticipated to rise above the levels encountered in the Petra investigation, and the predicted liquefaction-induced settlement will not be impacted, mineral efflorescence, inundation of subterranean utilities, or corrosion of foundation/building materials are not expected to occur if maintenance of groundwater levels at current elevation or below are incorporated into the design and construction of the project.
6. Groundwater was encountered at approximately 8 to 10 feet below ground surface.
7. Total free-field liquefaction settlement is estimated to be on the order of ¾ to 1 ½ inches with differential settlement estimated to be on the order of 1 inch over a span of 40 feet.
8. Dry sand settlement may contribute an additional ¼ inch of seismically induced settlement.
9. Lateral spreading is not considered to be a likely occurrence.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

GEO240008 recommended:

1. All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the sit should be demolished and removed from the site.
2. Following demolition, clearing operations sho8uld also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation.
3. Any existing undocumented fill and near surface native soils should be removed to underlying competent alluvial material as approved by the p4rject geotechnical consultant.
4. The estimated depth of removal of fill soils is recommended to be approximately 6 feet below the existing ground surface.
5. Consideration should be given to locally deepening the excavation at the location of tree roots, any underground structure and other proposed subterranean features in order to provide a uniform depth of compacted fill in all areas.
6. Rerouting the tile drain system to maintain the integrity of the regional groundwater level control.

GEO240008 is hereby approved for Planning purposes associated with SP00401.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

Transportation

Transportation. 1 General Transportation Conditions

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 General Transportation Conditions (cont.)

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the name of the public if not already accepted.

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include a six-inch-wide curb with a twelve (12) inch wide walkway and shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.
In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

060 - BS-Grade. 5 TILE DRAINS Not Satisfied

Prior to the issuance of a grading permit, the existing underdrainage system (tile drains) shall be clearly delineated on the grading plan. The grading plan shall include, but is not limited to following information:

1. Location and depth of the existing tile drains.

2. Proposed location of service risers, tie-ins and inspection vaults.

3. Easement locations.

4. Show any relocating/rerouting of existing drains to accommodate planned subsurface improvements.

5. Appropriate incorporation of supplemental underdrainage devices and proper tie in into tile-drain manifolds and mains.

6. Maintenance responsibility (HOA, CVWD, etc.) shall be noted on plan.

7. The Preliminary Soils report shall include any mitigation measures and these measures

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 5 TILE DRAINS (cont.) Not Satisfied

shall be incorporated on the grading plan as required.

E Health

060 - E Health. 1 DEH - Destruction of any wells/OWTS Not Satisfied

Prior to grading permit final, confirmation of no presence of wells or onsite wastewater treatment systems (OWTS)/septic systems. If discovered, obtain destruction permits from DEH.

060 - E Health. 2 DEH-ECP COMMENT Not Satisfied

Based on the information obtained during review of the Phase I assessment, the following should be performed and reviewed prior to Grading Permit issuance:

- Six soil samples were collected to investigate past pesticides usage. The number of samples is not adequate for a 600-acre area. Additional soil sampling should be collected in accordance with the “Interim Guidance for Sampling Agricultural Properties” (DTSC, 2008).
- Sampling should be conducted in areas of buildings seen in photos no 33, 34 and 35. Especially in areas of equipment service areas, chemical storage areas, sink areas which are directed to septic systems.
- Soil sampling should also be performed in the area of the overflowing 55-gallon drum that contained waste oils, as seen in photo no 43.
- The unused irrigation well at the site should be abandoned under permit by the Department of Environmental Health.

Note: Further information may be required pending review of all requested items.

Fire

060 - Fire. 1 Prior to grading Not Satisfied

1. 060-Water Plans-Fire

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

2. 060-Fire Access Road Improvements-Fire

The applicant shall submit Precise Grading Plans identifying on-parcel Fire Access Road improvements to all structures in compliance with Fire Department Standards.

Planning

060 - Planning. 1 Construction Noise Not Satisfied

Grading Plans shall note that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Grading Plans shall note that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 Construction Noise (cont.) Not Satisfied

Grading Plans shall note that the use of amplified music or sound is prohibited on the Project site during construction.

060 - Planning. 2 Electrical Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit.

060 - Planning. 3 Fee Status Not Satisfied

Prior to grading permit issuance, the Planning Department shall determine if the deposit based fees for PPT230005 are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

060 - Planning. 4 MM AQ-1 - Dust Control Not Satisfied

The Project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include:

- Treat and stabilize soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water of site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions;
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation;
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Dust suppressants shall be applied on all unpaved roads within the project construction footprint.
- Limit vehicle speeds on unpaved roads to 25 mph.

060 - Planning. 5 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

060 - Planning. 6 MM HAZ-1 – Shop Building Waste Oil Not Satisfied

The waste oil in the 5-gallon bucket in the shop building and 55-gallon drum south of the shop building shall be transferred to DOT-certified 55-gallon drums, appropriately labeled, and then

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 6 MM HAZ-1 – Shop Building Waste Oil (cont.) Not Satisfied

transported from the site to a local State-licensed recycler. The oil-impacted soil beneath and adjacent to the waste oil containers shall be excavated and placed into DOT-certified 55-gallon drums. The estimated volume of impacted soil beneath the 5-gallon bucket is 24 cubic feet (four 55-gallon drums). The estimated volume of impacted soil beneath the 55-gallon drum is 40 cubic feet (six 55-gallon drums). This soil shall be transported from the site and properly disposed at a State-licensed disposal facility.

060 - Planning. 7 MM HYD-1 – CVWD Review Not Satisfied

Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by County Planning and CVWD to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.

060 - Planning. 8 MM HYD-2 – NPDES Not Satisfied

The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

060 - Planning. 9 MM HYD-3 – General BMPs Not Satisfied

The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed.
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan Not Satisfied

The construction contractor shall implement a County-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit.
Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems,

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan (cont. Not Satisfied

temporary or permanent sediment basins and flow diversion.
Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.
a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.
b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.
c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.
d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.
e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains.
f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.
g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.
h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

060 - Planning. 11 MM HYD-5 - Petroleum BMPs Not Satisfied

To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented:

a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products.
b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from delineated streams and other drainages. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations.
c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids.
d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of drainages.
e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility.

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 11 MM HYD-5 - Petroleum BMPs (cont.) Not Satisfied

f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project.
g) Existing off-site ag drains shall be carefully maintained in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.

060 - Planning. 12 MM HYD-6 – Water Conservation Measures Not Satisfied

The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code. Project plans or separate documentation shall demonstrate compliance.

060 - Planning. 13 Required Applications Not Satisfied

No grading permits shall be issued until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective.

060 - Planning. 14 Water/Wastewater Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water reservoir community benefit.

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.
The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 2 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Project Archaeologist (cont.) Not Satisfied

shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:
PRIOR TO ISSUANCE OF GRADING PERMITS:
1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
b. PRIMP must be accompanied by the final grading plan for the subject project.
c. Description of the proposed site and planned grading operations.
d. Description of the level of monitoring required for all earth-moving activities in the project area.
e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
j. Procedures and protocol for collecting and processing of samples and specimens.
k. Fossil identification and curation procedures to be employed.
l. Identification of the permanent repository to receive any recovered fossil material.
*Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

agreement between the property owner/developer and the repository must be in place prior to site grading.
m. All pertinent exhibits, maps, and references.
n. Procedures for reporting of findings.
o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.
p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

060 - Transportation. 1 Coordination with Others Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from the following:

• Coordinate with PPT230005, PPT240016, TTM38578 & SP00401.

060 - Transportation. 2 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

The project is located in the Whitewater watershed. An approved Water Quality Management

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 2 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

060 - Transportation. 3 Sight Distance Analysis Not Satisfied

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation. 4 Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE:

1. Proposed gates shall be identified on the grading plans. Gates are to be located 35 FT from the flowline of the adjacent street.

or as approved by the Director of Transportation.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines
Prehistoric Resources- One of the following treatments shall be applied.
a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom Not Satisfied

PRIOR TO SCHEDULING ANY IMPLEMENTING PROJECT FOR PUBLIC HEARING, THE FOLLOWING CONDITION SHALL BE PLACED ON THE IMPLEMENTING PROJECT:

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a “Wet Signed” copy of the Soils Compaction Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a “Wet Signed” copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

E Health

080 - E Health. 1 DEH - Title 25 Permitting for RV Park Not Satisfied

TITLE 25 COMPLIANCE
PPT230005 is subject to the regulatory oversight of the Department of Environmental Health, District Environmental Services (DES) to ensure compliance with Title 25 regulations. Please contact DES at (760)863-8287 for further information.

Fire

080 - Fire. 1 Fire Access Site Plan and Building Construction Plans Not Satisfied

Fire Department Access - Prior to building permit issuance, the fire access site plan shall be reviewed and approved. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Parallel parking is permitted on both sides of a required fire apparatus access road when the clear width (face of curb to face of curb) is a minimum of 36 feet. Parallel parking is permitted on one side of a required fire apparatus access road when the clear width is a minimum of 30 feet (face of curb to face of curb). Reference the County of Riverside County Office of the Fire Marshal Technical Policy #TP22-002

Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 Fire Access Site Plan and Building Construction Plans (c Not Satisfied
Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1

080 - Fire. 2 Prior to permit Not Satisfied

1. 080-Phased Construction Access and Water Supply-Fire
If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Contact our office for submittal instructions.

2. 080- Water Verification-Fire
The required water system, including all fire hydrant(s), shall be installed, and accepted by the appropriate water agency and the Riverside County Fire Department prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Department to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary access. Approved water plans must be at the job site.

3. 080-Fire Department Plan Review-Fire
Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

Planning

080 - Planning. 1 CAP Screening Table Measures Not Satisfied

Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project EIR. The conceptual measures may be replaced with other measures as listed in the table included with the project EIR, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 2 CC&R Reciprocal Access/Parking/Landscape Maintenan Not Satisfied

The applicant shall notify the Planning Department that the following documents will be submitted to the Office of the County Counsel for approval along with the current fee:

1. A cover letter identifying the project for which approval is sought;

2. A signed and notarized declaration of covenants, conditions, and restrictions;

3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions, and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 2 CC&R Reciprocal Access/Parking/Landscape Maintenar Not Satisfied
the time the above referenced documents are submitted for review by County Counsel.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide reciprocal easements for ingress, egress and parking, c) provide for the establishment of a property owner's association comprised of the owners of each individual parcel, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'landscape area, more particularly described on Exhibit 'A' attached hereto.

The property owners' association shall have the right to assess the owners of each individual parcel for the reasonable cost of maintaining such 'landscape area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Assistant TLMA Director - Community Development of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage, or maintenance of the 'landscape area' or any reciprocal easement established pursuant to the Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division.

080 - Planning. 3 CEQA Filing Not Satisfied

Prior to building permit issuance, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

080 - Planning. 4 CONFORM TO ELEVATIONS Not Satisfied

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B. All architectural treatments and banding on tower elements shall be applied to all elevations of the buildings.

080 - Planning. 5 Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 5 Construction Noise (cont.) Not Satisfied
standards.

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 6 Electrical Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit as well as status and timeline for IID approvals and construction schedule of the substation.

080 - Planning. 7 EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant’s site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 8 Fee Status Not Satisfied

Prior to issuance of building permits for PPT230005, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 9 Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 10 MM AES-1 – Landscaping Design Not Satisfied

Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.

080 - Planning. 11 MM AES-2 – Walls/Fences Not Satisfied

Free-standing walls and fences, where contemplated, shall be constructed to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 11 MM AES-2 – Walls/Fences (cont.) Not Satisfied

edges and enhance security.

080 - Planning. 12 MM AES-3 – Lighting Not Satisfied

All outdoor lighting shall be in compliance with Riverside County Lighting Ordinances 655 and 915, and applicable Specific Plan guidelines. Other lighting recommendations include the following:
a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.
b. Lighting fixtures shall be of appropriate scale, style, and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.
c. The intensity of light at the boundary of the HBFC campus shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
d. All lighting shall be directed onto the site and away from adjacent properties with appropriate shielding, and minimal fixture height to ensure minimum impact on adjoining lands and streets.
e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.

080 - Planning. 13 MM AES-4 – Landscape Lighting Not Satisfied

Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.

080 - Planning. 14 MM AES-5 – Exterior Lighting Not Satisfied

Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

080 - Planning. 15 MM AES-6 – Power Lines Underground Not Satisfied

Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the County and Imperial Irrigation District (IID).

080 - Planning. 16 MM AES-7 – IID/CVWD Lighting Not Satisfied

Lighting at the IID substation and all CVWD well sites shall be fully shielded from adjoining properties or streets, and the minimum intensity needed to provide security and meet the functional needs of these facilities.

080 - Planning. 17 MM AES-8 - Artificial Nighttime Lighting Not Satisfied

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 17 MM AES-8 - Artificial Nighttime Lighting (cont.) Not Satisfied

glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

080 - Planning. 18 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

080 - Planning. 19 MM AQ-3 - Title 24 Compliance Not Satisfied

All building construction shall comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations. Project plans or separate documentation shall demonstrate compliance.

080 - Planning. 20 MM NOI-1 – Noise Analysis Not Satisfied

Detailed noise analysis is required for all future residential land uses. These final noise studies shall combine the recommendations provided in the Project-wide Noise Analysis Report with precise grading plans and building design specifications.

Prior to the recordation of final maps or the issuance of building permits for planned residential uses, the applicant shall provide precise grading plans and actual building design specifications, as well as detailed analysis demonstrating the efficacy of the planned noise mitigation measures, including location and height of masonry walls, distance between the noise source and residential lots, and other noise buffers, to ensure that the County of Riverside 65 dBA CNEL exterior noise level standard is met.

080 - Planning. 21 MM NOI-3 – Residential Noise Design Not Satisfied

In order to meet the 45 dBA CNEL interior noise level standard established the County of Riverside, all residential units shall meet a ‘windows-closed condition’ by including a means of mechanical ventilation (e.g. air conditioning). The Project’s residences shall also provide the following standard building construction measures to ensure the interior noise level standard is met:

- Windows and glass doors: All windows must have a minimum Sound Transmission Class (STC) rating of 27. Hotel and condominiums in PA-5 must provide upgraded windows with a minimum STC rating of 36 for all windows facing Harrison Street and Avenue 64.
- Doors (non-glass): All exterior doors must be weather-stripped and have minimum STC ratings of 27.
- Walls: Any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be installed per manufacturer’s specification or caulked plywood of at least one-half inch thick. Ceiling shall be per manufacturer’s specification or well-sealed gypsum board of at least one-half inch thick.

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080 - Planning. 21 MM NOI-3 – Residential Noise Design (cont.) Not Satisfied

Insulation with at least a rating of R-19 shall be used in the attic.

- Ventilation: All habitable rooms must be designed such that circulated air will be provided even if exterior doors and windows are closed. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided to satisfy the requirements of the Uniform Building Code.

080 - Planning. 22 Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

080 - Planning. 23 Required Applications Not Satisfied

No building permits shall be issued until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective.

080 - Planning. 24 Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 25 School Mitigation Not Satisfied

Impacts to the (Coachella Valley Unified School District) shall be mitigated in accordance with California State law.

080 - Planning. 26 Wall/Fencing Plan Required Not Satisfied

A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT A and APPROVED EXHIBIT L.

080 - Planning. 27 Water/Wastewater Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 27 Water/Wastewater Service (cont.) Not Satisfied

reservoir community benefit as well as status and timeline for CVWD approvals and construction schedule of the reservoir.

Survey

080 - Survey. 1 Access Restrictions Not Satisfied

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B and Street AG.

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception of proposed Street G, Street P, Street W and Street AF.

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B and Street AG.

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception of proposed Street G, Street P, Street W and Street AF.

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B and Street AG.

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception of proposed Street G, Street P, Street W and Street AF.

080 - Survey. 2 Right-of-Way Dedication Not Satisfied

[PUBLIC STREETS]

Sufficient public street right-of-way along Harrison Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 84, Ordinance No. 461.11.

Sufficient public street right-of-way along 62nd Avenue on the project side, from Harrison Street to Tyler Street shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 82, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 2 Right-of-Way Dedication (cont.) Not Satisfied

62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

Sufficient public street right-of-way along 64th Avenue on the project, from Harrison Street to Tyler Street side shall be conveyed for public use to provide for a 59-FT half-width right-of-way per Standard No. 93, Ordinance No. 461.11.

Sufficient public street right-of-way along the proposed Street B on the project side shall be conveyed for public use to provide for a 100-FT full-width right-of-way per Standard No. 94 and Cul-De-Sac right-of-way per Standard No. 800, Ordinance No. 461.11. The proposed Street A shall be privately maintained.

Sufficient public street right-of-way along the proposed Street B on the project side at the intersection of proposed Street A shall be conveyed for public use to provide for a 114-FT full-width right-of-way (50-FT on the east side of the centerline and 64-FT on the west side of the centerline) per Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to increase the full-width right-of-way to 114-FT. The proposed Street B shall be privately maintained.

[PRIVATE STREETS]

For the private streets listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

STREET AG is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Cul-De-Sac at the east end per Standard No. 800, Ordinance No. 461.11.

Street AF is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Offset Cul-De-Sac at the west end per Standard No. 800A, Ordinance No. 461.11.

or as approved by the Director of Transportation.

080 - Survey. 3 Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 3 Survey Monumentation (cont.) Not Satisfied

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

080 - Transportation. 1 080 - Transportation - Landscape Inspection Deposit Red Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

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Transportation

080 - Transportation. 2 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the (stamped) approved grading plans; and,
4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;
4) The use of canopy trees (24 inch box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

A. Landscape screening shall be designed to ensure full, opaque, coverage up to a minimum height of (25) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
B. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with

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080 - Transportation. 3 080 - Transportation - Landscape Project Specific Requir Not Satisfied

the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
C. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
D. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
E. Project shall prepare water use calculations as outlined in Ord 859.3.
F. Trees shall be hydrozoned separately.
G. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
H. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.
I. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
J. Project shall use County standard details for which the application is available in County Standard Detail Format regardless of maintenance responsibility.
K. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
L. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
M. Plant species shall meet ALUC requirements, if applicable.
N. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
O. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
P. Project shall use (100) Percent point source irrigation type for shrubs/groundcover/vines regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
Q. Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.
R. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.
S. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
T. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
U. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 4 RCTD-USE-TS/DESIGN Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

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Transportation

080 - Transportation. 4 RCTD-USE-TS/DESIGN (cont.) Not Satisfied

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)
or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 5 RCTD-USE-TS/Fair Share Not Satisfied

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harrison Street (NS) at Middleton Street (EW):

The traffic study has determined the project's fair share of the deficiency is 1.2%. The project shall pay its fair share towards the future construction of:
- Traffic Signal

SR-86 (NS) at 62nd Avenue (EW):

The traffic study has determined the project's fair share of the deficiency is 5%. The project shall pay its fair share towards the future construction of:
- Provide overlap phasing for the westbound right turn

Note: There are multiple individual projects within each phase. The fair share condition may be satisfied by the first individual project moving forward within the phase. Alternatively, additional traffic analysis may be provided to determine the responsibility of each project.
or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 6 RCTD-USE-TS/Geometrics Not Satisfied

The intersection of Harrison Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one right-turn lane (300 feet storage) with overlap phasing
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one shared through-right lane

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080 - Transportation. 6 RCTD-USE-TS/Geometrics (cont.) Not Satisfied

Westbound: one left-turn lane (300 feet storage), one shared through-right lane

The intersection of SR-86 (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one right-turn lane
Southbound: one left-turn lane, two through lanes, one right-turn lane
Eastbound: one left-turn lane, one shared through-right lane (modify signal to provide protected phasing)
Westbound: one left-turn lane, one through lane, one right-turn lane (modify signal to provide protected phasing)

The intersection of Harrison Street (NS) at Project Access 1 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage) (raised median to restrict left turns)
Southbound: one left-turn lane (300 feet storage), one through lane
Westbound: one right-turn only lane (raised median on Harrison Street to restrict left turns) (stop-control)

The intersection of 62nd Avenue (EW) at Project Access 3 (NS) shall be improved to provide the following geometrics:

Northbound: shared left-right lane (stop control)
Eastbound: one through lane, one right-turn lane (300 feet storage)
Westbound: one left-turn lane (150 feet storage), one through lane

The intersection of Tyler Street (NS) at Project Access 4 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 5 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 6 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane

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Transportation

080 - Transportation. 6 RCTD-USE-TS/Geometrics (cont.) Not Satisfied
Eastbound: one share left-right lane (stop control)

080 - Transportation. 7 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 8 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 9 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from Harrison Street to Tyler Street and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT

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080 - Transportation. 9 Road Improvements (Plan) (cont.) Not Satisfied

half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:1. Follow the interim geometric from the traffic study findings and TS/Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return

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Transportation

080 - Transportation. 9 Road Improvements (Plan) (cont.) Not Satisfied

BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:
1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
2. For public use, the street shall not be gated nor fence within the right-of-way.
3. Provide a 30-FT wide driveway at the at the cul-de-sac per the County commercial driveway Standard NO. 207A.

Plan: PPT230005 Parcel: 751020002

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 9 Road Improvements (Plan) (cont.) Not Satisfied

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800. In addition, provide a 30-FT wide driveway east of the Well Site NO. 5 per the County commercial driveway Standard NO. 207A.

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A.

or as approved by the Director of Transportation.

Waste Resources

080 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at http://www.rcwaste.org/business/planning/design) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash, recyclable materials, and organics and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) – Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. A copy of Form B can be found at (https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements

Plan: PPT230005 Parcel: 751020002

80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied
can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

A six-inch-wide curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a “Wet Signed” copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a “Wet Signed” copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a “Wet Signed” copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.
Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Fire

090 - Fire. 1 Prior to final - adverse impact mitigation Not Satisfied

The applicant or developer must purchase or provide additional funds towards the purchase of a new fire aerial apparatus. The aerial apparatus or funds shall be provided prior to issuance of the certificate of occupancy of any structure anywhere within the specific plan that meets fire department needs for an aerial apparatus. This condition can only be satisfied by the Transportation and Land Management Agency (TLMA) and/or the Riverside County Fire Department or their representatives.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

Accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign

Plan: PPT230005 Parcel: 751020002

90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense.

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 CAP Screening Table Measures Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project EIR. The conceptual measures may be replaced with other measures as listed in the table included with the project EIR, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3 Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 4 Electrical Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary electrical service infrastructure, including the substation at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, and IID.

090 - Planning. 5 Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 6 MM GHG-2 - Electric Vehicle Charging Not Satisfied

Provide electric vehicle charging infrastructure in both commercial parking lots and residential garages.

090 - Planning. 7 MM NOI-2 – Noise Walls Not Satisfied

Perimeter masonry walls shall extend either to the recommended height above the pad elevation of the lot being shielded, or if the road is elevated above the pad, then the barrier shall be extended to the recommended height above the highest point between the residence and the road. Wall construction shall be in accordance with the specifications set forth in the Project Noise Report.

Plan: PPT230005 Parcel: 751020002

90. Prior to Building Final Inspection

Planning

090 - Planning. 8 Ord. No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected. The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for PPT230005 has been calculated to be 40.5 net acres.

090 - Planning. 9 Ord. No. 810 (MSHCP) Not Satisfied

Prior to the issuance of a certificate of occupancy upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for PPT230005 is calculated to be 40.5 net acres.

090 - Planning. 10 Parking Paving Material Not Satisfied

Parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 11 Renewable Energy Generation R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 12 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

090 - Planning. 13 Trash Enclosures Not Satisfied

Trash enclosures (one for each building) which are adequate to enclose a minimum of two bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable

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90. Prior to Building Final Inspection

Planning

090 - Planning. 13 Trash Enclosures (cont.) Not Satisfied

materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure{s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 14 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground if the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

090 - Planning. 15 Water Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary domestic water service infrastructure, including the water reservoir at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, Environmental Health and CVWD.

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drought Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department’s Business Storm Water Compliance Program Section.

090 - Transportation. 3 Regional Transportation Fees Not Satisfied

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 3 Regional Transportation Fees (cont.) Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 673.

090 - Transportation. 4 Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, from Harrison Street to Tyler Street and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to

Plan: PPT230005 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 Road Improvements (Installation) (cont.) Not Satisfied

install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:1. Follow the interim geometric from the traffic study findings and TS/Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET

Plan: PPT230005 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 Road Improvements (Installation) (cont.) Not Satisfied

The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:
1. Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
2. For public use, the street shall not be gated nor fence within the right-of-way.
3. Provide a 30-FT wide driveway at the at the cul-de-sac per the County commercial driveway Standard NO. 207A.

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800. In addition, provide a 30-FT wide driveway east of the Well Site NO. 5 per the County commercial driveway Standard NO. 207A.

Plan: PPT230005 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 Road Improvements (Installation) (cont.) Not Satisfied

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A.

or as approved by the Director of Transportation.

Waste Resources

090 - Waste Resources. 1 waste - Recyclables Collection and Loading Area Inspect Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 2 Waste Reporting Form and Receipts Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

12/02/25, 9:33 am **PPT230006**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT230006. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT230006) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan No. 230006 is a proposal for the equestrian center on 223.2 acres that includes a total of 615,689 s ft. of building area that includes the Grand VIP Barn, 16 Private Barn buildings, 21 Large Barn buildings, 2 Retail buildings, 5 Retail Barn buildings, and 1 Office building. Non-building areas include grass field, riding, and holding areas for horses.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. Specific Plan Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated 5/22/25.
Exhibit B (Elevations), dated 3/13/25.
Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 5/22/25.

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
  - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

Quality Control Board (RWQCB.)

- Government Code Section 66020 (90 Days to Protest)
- Government Code Section 66499.37 (Hold Harmless)
- State Subdivision Map Act
- Native American Cultural Resources, and Human Remains (Inadvertent Find)
- School District Impact Compliance
- Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
- Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 555 (Surface Mining and Reclamation)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)
   - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
   - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 6 AND - Hold Harmless

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT230006 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decisior made by the COUNTY concerning PPT230006, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Environmental Impact Report have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project Environmental Impact Report.

BS-Plan Check

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

BS-Plan Check. 1 Gen - Custom

Please provide construction type and comply with California Building Code Chapter 5 General Building Heights and Areas.

E Health

E Health. 1 DEH - CVWD Water and Sewer Service

Based on information submitted during entitlement, PPT230006 is being developed by connected to Coachella Valley Water District (CVWD) water and sewer service. Documentation establishing actual service will be required during the proper milestones (ex: map recordation, building permit issuance, etc...).

Fire

Fire. 1 Cumulative Adverse Impact

This project will contribute to a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population.

Fire. 2 Gen - Custom

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the current edition of California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.
These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.
a. Will Serve Letters from the responsible water purveyor are required prior to a map recordation.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Where new water mains are extended along streets where hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 Gen - Custom (cont.)

and number of outlets required for the approved fire hydrants are 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC as amended and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC as amended and Riverside County Fire Department Policies and Standards.
a. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage shall be in compliance with Riverside County Fire Department Standards.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

6. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

7. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

8. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 Gen - Custom (cont.)

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC as amended.

10. Gate Access - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

11. Water Plans - If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC as amended.

12. Emergency Responder Communication 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. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

Fire. 3 Increase Workload to Fire Station Service Area

This project is adding to the workload of the closest Fire Station which is at or exceeding optimal workload capacity. We recommend that this issue be discussed with Fire Department Operations staff to ensure that all hazards are mitigated and response needs are met.

Fire. 4 Other Fire Department Infrastructure needed prior to Building permits

In regard to other Fire Department required infrastructure, prior to Building Permit issuance, the required water system, including all fire hydrant(s), shall be installed and accepted by the appropriate water agency and the Riverside County Office of the Fire Marshal, prior to any combustible building materials being placed on the project. Additionally, Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the current California Fire Code and Riverside County Fire Department Standards.

Fire. 5 Outside Aerial Truck Company Service Area

This project is outside the service area of a dedicated Aerial Truck Company. We recommend that this issue be discussed with Fire Department Operations staff to ensure that all hazards are mitigated and response needs are met.

Fire. 6 Unacceptable Fire Response Distance and Time

Cal Fire/Riverside County Fire Department provides Cooperated Integrated Regional fire protection

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 6 Unacceptable Fire Response Distance and Time (cont.)

services to project. The nearest Cal Fire/Riverside County Fire Station is outside an acceptable estimated response distance and response drive time to all or a portion of the project. It is recommended that these issues be discussed with Fire Department Operations staff to ensure that all hazards are mitigated and response needs are met.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 ALUC General Conditions

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 5 of the Harvest Valley/Winchester Area Plan:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC General Conditions (cont.)

airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The notice as attached in ALUC's July 13, 2023 letter shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
The project shall also be consistent with the findings and recommended mitigations of the Wildlife Hazard Site Visit and Wildlife Hazard Management Plan (prepared by Russell P. DeFusco March 2023).

5. This project has been evaluated as consisting of 223.1 acres of Equestrian Center, 194.3 acres of Estate Residential, 69.5 acres of Medium Density Residential, 41.1 acres of High Density Residential, 54.4 acres of Hotel/Resort, 21.4 acres of Commercial Retail, proposing overall a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 square feet of commercial building area, and specifically for the Equestrian Center, including a 65,395 square foot VIP Barn, 8 private barns totaling 51,776 square feet, 8 private barns totaling 48,368 square feet, 21 large barns totaling 446,040 square feet, 5 retail barns totaling 3,000 square feet, 2 retail buildings totaling 8,000 square feet, and a 6,885 square foot office building accommodating 5,370 people, resulting in an average intensity of 24 people per acre, which is consistent with Compatibility

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 ALUC General Conditions (cont.)

Zone D average intensity criterion of 100 people per acre. Any increase in building area, change in use to any use, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.

6. At least 61.55 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the open space exhibit shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

Planning. 3 Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

Planning. 4 Causes for Revocation

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 5 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 6 Construction Noise

All construction activities shall comply with Riverside County Noise Ordinance Ordinances No. 847. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors

Planning. 7 CVWD Reservoir

The Coachella Valley Water District (CVWD) has conditioned providing domestic water service to the project on developer constructing a new 5 million gallon (MG) reservoir in the existing Middleton pressure zone, which exceeds the storage requirements of the project by more than 2.5 MG that would create additional capacity for the surrounding area as a project community benefit. Developer shall construct the new 5 MG reservoir at the specified timeframes as required to provide water service to the project site based on CVWD, Riverside County requirements, and project conditions of approval. Any reduction substantially below the double project demand will be considered by the Planning Director in consultation with CVWD and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the 5 MG reservoir shall be subject to CVWD approval.

Planning. 8 Expiration Date Use Case

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Planning

Planning. 8 Expiration Date Use Case (cont.)

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 9 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 10 IID Substation

Imperial Irrigation District (IID) has conditioned providing electrical service to the project on developer funding and constructing a new substation to be dedicated to IID. Developer shall construct a new substation that provides at 50 MegaVolt-Ampere (MVA) that is estimated to provide more than double the capacity needed for the project at the specified timeframe needed to provide electrical service to the project, thus creating additional capacity for the surrounding area as a project community benefit. Final design and sizing of the substation shall take this sizing of the substation providing double the capacity needed for the project into account if lesser or greater substation sizing may be appropriate based on project final design. Any reduction substantially below double the project demand will be considered by the Planning Director in consultation with IID and based on reasonable information on technical or financial infeasibility. Final design, construction and acceptance of the substation shall be subject to IID approval.

Planning. 11 MM AES-8 - Artificial Nighttime Lighting

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 11 MM AES-8 - Artificial Nighttime Lighting (cont.)

Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning. 12 MM AIR-1 – Basin Drainage

If the Project will include stormwater retention basins, such features must drain within 48 hours following the end of flooding events. Retention structures shall remain dry between such events. Permanent retention of water, defined as outside the above parameters, is prohibited within the separation criteria defined by the FAA and ALUC.

Planning. 13 MM AIR-2 – Water Feature Vegetation

If the developer proposes any long-term water features with untreated water that could allow vegetation in or along the edges of the feature, the following strategies must be applied to minimize the attractiveness to potentially hazardous species:

o The shape of any natural water features shall be engineered to eliminate coves, peninsulas, and convoluted shorelines to create an open structure that is less attractive to species of interest.

o A water clarification system shall be installed to “sterilize” the water and remove organic matter that would otherwise form the base of a food chain that could promote zooplankton, macroinvertebrates and larger species that would feed on.

o The walls of any potential water features shall be designed with steep sides in order to limit shallow shoreline access for wading birds, and developed with a sand or gravel shoreline to prevent vegetation from forming. In addition, vegetation shall be prevented from growing along the margins of water features.

o The Project shall have staff dedicated to maintenance of any potential water features. This maintenance would involve cleaning of debris, and removal of vegetation and algae.

Planning. 14 MM AIR-4 – Miniature Golf Turf

If the Project will include a miniature golf course, it shall be constructed using artificial turf. No water features should be included as part of the course design.

Planning. 15 MM AIR-5 – ALUC Landscaping

The Project shall ensure that landscape plans, including for the equestrian center, are compliant with the Riverside County ALUC landscaping guidelines. The guidelines include:

o Vegetation used on site shall be suitable for xeriscape landscapes to minimize the need for irrigation.

o Vegetation that produces seeds, fruits, or berries, or that will provide dense cover for nesting for roosting should be avoided.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 16 MM AIR-6 – Organic Trash (cont.)

Planning. 16 MM AIR-6 – Organic Trash

All household or industrial trash that includes organic material or food items shall be contained and covered at all times.

o Manure generated in both community and individuals stables and horse training and competition areas shall be removed in conjunction with daily maintenance of facilities.

o Dumpsters and household trash containers shall have lids that remain closed and that cannot be breeched or opened by birds or other wildlife.

o Signs should be prominently placed in strategic locations to ensure that concessions and patrons using on-site swimming pools, recreational facilities, miniature golf courses, and clubhouses shall not intentionally or unintentionally feed birds anywhere on site. The no feeding policy shall be strictly enforced and shall be a mandatory inclusion in project covenants governing residents and guests.

Planning. 17 MM AIR-7 – ALUC Wildlife Management

In addition to the passive deterrent measures provided above, wildlife management may include additional active deterrent measures, as necessary. Examples of possible active deterrent measures include:

o Maintenance personnel trained and equipped to disperse birds that may attempt to access the facility. Such active harassment would be particularly important for the equestrian facilities and for any water bodies.

o Sonic devices, particularly long-range hailing devices with focused, high-decibel sound may be used to deter birds from the site.

o Other methods of active deterrents, each with specific requirements and limitations include: remote-controlled devices such as drones, trained dogs, trained birds of prey, lasers, and removal of nests.

Planning. 18 MM AQ-5- Landscape Maintenance

Electric landscape maintenance equipment, including leaf blowers and lawn mowers, shall be used on-site to the greatest extent practicable.

Planning. 19 MM AQ-6 - Cleaning Products

Water-based or low VOC cleaning products shall be used on-site to the greatest extent practicable.

Planning. 20 MM AQ-7 - Recycling Programs

All future development shall participate in a recycling program to reduce the amount of solid waste disposed of in landfills.

Planning. 21 MM GHG-3 - Energy Efficient Appliances and Equipment

All new residential and commercial construction shall install energy efficient appliances that are ENERGY STAR-certified. The project shall require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 21 MM GHG-3 - Energy Efficient Appliances and Equipment (cont.)

boiler units (General Plan AQ Policy 4.2)

Planning. 22 MM GHG-4 - Loading Dock Electrification

All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel.

Planning. 23 MM GHG-5 - Public Lighting

Public street and area lighting shall use high efficiency lighting, such as warm temperature LED lighting, consistent with guidelines of the International Dark Sky Association.

Planning. 24 MM GHG-6 - Water-Efficient Landscapes

Design water-efficient landscapes. Assumes most residential and commercial landscaping will be drought tolerant landscaping with a low water demand requiring a drip system, with the exception of the equestrian center which will include large grass areas. This is a proposed design feature of the Project.

Planning. 25 MM HYD-8 – Manure Storage

Manure storage areas shall be placed minimal distances from sensitive uses, as set forth below:

Sensitive Area	Minimum Separation Distance (feet)
• Property line	50–100
• Residence or place of business	200–500
• Private well or other potable water source	100–200
• Wetlands or surface water (streams, pond, lakes)	100–200
• Subsurface drainage pipe or drainage ditch discharging to a natural water course	25
• Water table (seasonal high)	2–5

Planning. 26 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 27 NO RESIDENT OCCUPANCY

No permanent occupancy shall be permitted within the property approved under this permit as a principal place of residence. No person, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 28 Noise Monitoring Reports

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 28 Noise Monitoring Reports (cont.)

Department of Building and Safety, unless more time is allowed through written agreement by the Department of Building and Safety. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Service Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

Planning. 29 Outside Storage

Outside storage, including disposal operations, shall be limited to the back of house and other areas shown on APPROVED EXHIBIT A.

Planning. 30 Planning - Electric Vehicle Parking

Pursuant to Ordinance No. 348 Section 18.12, "Electric Vehicle Parking and Charging Stations", All development projects that require fifty (50) or more parking spaces shall designate three (3) spaces for electrical vehicles, and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. eight (8) electrical vehicle parking spaces are required. Additionally, the electrical vehicle parking spaces shall be serviced by an electrical vehicle charging station.

Planning. 31 Planning- EXTERIOR NOISE LEVELS

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

Planning. 32 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 33 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 34 SCAQMD Rule 1113

The Project is required to comply with the provisions of the SCAQMD Rule 1113 “Table of Standards” pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection,

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 34 SCAQMD Rule 1113 (cont.)

the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

Planning. 35 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 36 Signage

A sign proposal is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning. 37 Subdivision Prior to Building Sale

Prior to the sale of any individual building, a subdivision shall be recorded.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

Planning-CUL. 2 PDA 8294 Accepted

County Archaeological Report (PDA) 8294 submitted for this project GPA230001, SP00401, TPM38531, TTM38578, PPT230005, PPT230006, was prepared by CRM Tech and is entitled: "Update to Historical/Archaeological Resources Survey, Thermal Ranch Specific Plan APN's 751-020-003-006 and 007 Thermal Area, Riverside County, California", dated October 21, 2022.

PDA 8294 concluded: The intensive-level field survey produced completely negative results for potential cultural resources. Throughout the course of the survey, no archaeological features or artifact deposits, either prehistoric or historic in origin, were discovered within the project boundaries. All of the structures on the property are clearly of modern origin, and none of the other built-environment features found within the project area demonstrates any distinctively historical characteristics, either.
Therefore, none of the structures or the other features requires further consideration as potential cultural resources.

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 PDA 8294 Accepted (cont.)

PDA 8294 recommends: Since no historical resources were encountered during the course of this study, CRM TECH presents the following recommendations to the County of Riverside:
• No historical resources exist within or adjacent to the project area, and thus the project as currently proposed will not cause a substantial adverse change to any known historical resources.
• No further cultural resources investigation is necessary for the proposed project unless development plans undergo such changes as to include areas not covered by this study.
• If buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.
If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240008, submitted for the project SP00401, was prepared by Petra Geosciences, Inc., and is titled “Updated Geotechnical Report, Equestrian Estates Development, APN’s 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC of Avenue 64 and Harrison Street, Thermal Area, Riverside County, California”, dated April 13, 2022. In addition, Petra prepared “Response to Review Comments, County Geologic Report No. 240008, Equestrian Estates Development, APN’s 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC of Avenue 64 and Harrison Street, Thermal Area, Riverside County, California” dated April 29, 2024. This document is herein incorporated as a part of GEO240008.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

GEO240008 concluded:

1. No active faults are known to project through the property.
2. The site does not lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. Tile drains are known to exist at the site.
4. An irrigation consultant (a CA registered Civil Engineer) with expertise in tile drain relocation has been contracted to evaluate existing conditions and design a rerouted tile drain system to maintain the integrity of the regional groundwater level control.
5. Accordingly, groundwater levels are not anticipated to rise above the levels encountered in the Petra investigation, and the predicted liquefaction-induced settlement will not be impacted, mineral efflorescence, inundation of subterranean utilities, or corrosion of foundation/building materials are not expected to occur if maintenance of groundwater levels at current elevation or below are incorporated into the design and construction of the project.
6. Groundwater was encountered at approximately 8 to 10 feet below ground surface.
7. Total free-field liquefaction settlement is estimated to be on the order of ¾ to 1 ½ inches with differential settlement estimated to be on the order of 1 inch over a span of 40 feet.
8. Dry sand settlement may contribute an additional ¼ inch of seismically induced settlement.
9. Lateral spreading is not considered to be a likely occurrence.

GEO240008 recommended:

1. All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the sit should be demolished and removed from the site.
2. Following demolition, clearing operations sho8uld also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation.
3. Any existing undocumented fill and near surface native soils should be removed to underlying competent alluvial material as approved by the p4rject geotechnical consultant.
4. The estimated depth of removal of fill soils is recommended to be approximately 6 feet below the existing ground surface.
5. Consideration should be given to locally deepening the excavation at the location of tree roots, any underground structure and other proposed subterranean features in order to provide a uniform depth of compacted fill in all areas.
6. Rerouting the tile drain system to maintain the integrity of the regional groundwater level control.

GEO240008 is hereby approved for Planning purposes associated with SP00401.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

Transportation

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 General Transportation Condition (cont.)

Transportation. 1 General Transportation Condition

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 General Transportation Condition (cont.)

profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

reduce emissions of short-lived climate pollutants caused by organics waste disposal.

Plan: PPT230006 Parcel: 751020002

50. Prior To Map Recordation

Fire

050 - Fire. 1 FIRE - Prior to Recordation Not Satisfied

1. ECS Note-Fire Water Protection: Hydrants, Tanks, or Will Serve Letter-050-Fire
Required fire water protection system- fire hydrants and/or water tank, shall be installed and accepted by the appropriate agency prior to any combustible building materials placed on an individual lot. Written certification / will serve letter from the appropriate water company can be provided to indicate that the proper and acceptable fire hydrant system is within the project area.
2. ECS Note-Water Systems-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: The required water system, including fire hydrants, shall be installed, and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.
3. ECS Note-Alternate or Secondary Access-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: In the interest of Public Safety, the project shall provide an Alternate or Secondary Access(s). Said Alternate or Secondary Access(s) shall have concurrence and approval of both the Transportation Department and the Riverside County Fire Department. (Riverside County Ordinance 460 and California Fire Code 503.1.2)

050 - Fire. 2 FIRE - Prior to Recordation Not Satisfied

MAP Prior to Recordation Conditions
1. 050-Water System-Fire
The applicant or developer shall furnish one copy of the public water system improvement plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

2. 050-Fire Access Road Improvements-Fire
The land divider shall submit road/street development plans to the County Transportation Department and the Fire Department, identifying the improvements of the project access elements on-site and off-site (Right of Way, Public/Private Streets, Highways, Ways, Easements, etc.). Improvements shall meet minimum County and Fire Department Standards. The improvements shall be completed prior to map recordation, otherwise adequate securities shall be established with the County in accordance with Ordinance 460.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include a six-inch-wide curb with a twelve (12) inch wide walkway and shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 2 EASEMENTS/PERMISSION (cont.) Not Satisfied

necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.
In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

060 - BS-Grade. 5 TILE DRAINS Not Satisfied

Prior to the issuance of a grading permit, the existing underdrainage system (tile drains) shall be clearly delineated on the grading plan. The grading plan shall include, but is not limited to following information:

1. Location and depth of the existing tile drains.

2. Proposed location of service risers, tie-ins and inspection vaults.

3. Easement locations.

4. Show any relocating/rerouting of existing drains to accommodate planned subsurface improvements.

5. Appropriate incorporation of supplemental underdrainage devices and proper tie in into tile-drain manifolds and mains.

6. Maintenance responsibility (HOA, CVWD, etc.) shall be noted on plan.

7. The Preliminary Soils report shall include any mitigation measures and these measures shall be incorporated on the grading plan as required.

E Health

060 - E Health. 1 DEH-ECP COMMENT Not Satisfied

Based on the information obtained during review of the Phase I assessment, the following should be performed and reviewed prior to Grading Permit issuance:
• Six soil samples were collected to investigate past pesticides usage. The number of samples is not adequate for a 600-acre area. Additional soil sampling should be collected in accordance with the “Interim Guidance for Sampling Agricultural Properties” (DTSC, 2008).

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

E Health

060 - E Health. 1 DEH-ECP COMMENT (cont.) Not Satisfied

- Sampling should be conducted in areas of buildings seen in photos no 33, 34 and 35. Especially in areas of equipment service areas, chemical storage areas, sink areas which are directed to septic systems.
- Soil sampling should also be performed in the area of the overflowing 55-gallon drum that contained waste oils, as seen in photo no 43.
- The unused irrigation well at the site should be abandoned under permit by the Department of Environmental Health.

Note: Further information may be required pending review of all requested items.

Fire

060 - Fire. 1 Prior to grading Not Satisfied

1. 060-Water Plans-Fire
The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

2. 060-Fire Access Road Improvements-Fire
The applicant shall submit Precise Grading Plans identifying on-parcel Fire Access Road improvements to all structures in compliance with Fire Department Standards.

Planning

060 - Planning. 1 Construction Noise Not Satisfied

Grading Plans shall note that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Grading Plans shall note that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Grading Plans shall note that the use of amplified music or sound is prohibited on the Project site during construction.

060 - Planning. 2 Electrical Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit.

060 - Planning. 3 Fee Status Not Satisfied

Prior to grading permit issuance, the Planning Department shall determine if the deposit based fees for PPT230006 are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

060 - Planning. 4 MM AQ-1 - Dust Control Not Satisfied

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 4 MM AQ-1 - Dust Control (cont.) Not Satisfied

The Project will be required to prepare a construction Dust Control Plan pursuant to SCAQMD Rule 403.1 (General Policy AQ Policy 4.9) that shall be prepared and implemented by all contractors during construction activities, including ground disturbance, grading, and materials import and export. The plan requires implementation of best management practices, which may include:

- Treat and stabilize soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water of site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions;
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation;
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Dust suppressants shall be applied on all unpaved roads within the project construction footprint.
- Limit vehicle speeds on unpaved roads to 25 mph.

060 - Planning. 5 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

060 - Planning. 6 MM HAZ-1 – Shop Building Waste Oil Not Satisfied

The waste oil in the 5-gallon bucket in the shop building and 55-gallon drum south of the shop building shall be transferred to DOT-certified 55-gallon drums, appropriately labeled, and then transported from the site to a local State-licensed recycler. The oil-impacted soil beneath and adjacent to the waste oil containers shall be excavated and placed into DOT-certified 55-gallon drums. The estimated volume of impacted soil beneath the 5-gallon bucket is 24 cubic feet (four 55-gallon drums). The estimated volume of impacted soil beneath the 55-gallon drum is 40 cubic feet (six 55-gallon drums). This soil shall be transported from the site and properly disposed at a State-licensed disposal facility.

060 - Planning. 7 MM HYD-1 – CVWD Review Not Satisfied

Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by County Planning and CVWD to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.

060 - Planning. 8 MM HYD-2 – NPDES Not Satisfied

The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 8 MM HYD-2 – NPDES (cont.) Not Satisfied

060 - Planning. 9 MM HYD-3 – General BMPs Not Satisfied

The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed.
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan Not Satisfied

The construction contractor shall implement a County-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit.

Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion.

Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.

a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.

b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.

c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.

d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 10 MM HYD-4 - Stormwater Pollution Prevention Plan (cont. Not Satisfied

e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain spoil and sediment within the construction area and limit discharge into adjoining ag drains.
f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.
g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.
h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

060 - Planning. 11 MM HYD-5 - Petroleum BMPs Not Satisfied

To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented:

a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products.
b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from delineated streams and other drainages. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations.
c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids.
d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of drainages.
e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility.
f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project.
g) Existing off-site ag drains shall be carefully maintained in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.

060 - Planning. 12 MM HYD-6 – Water Conservation Measures Not Satisfied

The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code. Project plans or separate documentation shall demonstrate compliance.

060 - Planning. 13 Required Applications Not Satisfied

No grading permits shall be issued until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective.

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 13 Required Applications (cont.) Not Satisfied

060 - Planning. 14 Water/Wastewater Service Not Satisfied

Prior to the issuance of a grading permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water reservoir community benefit.

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.
The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 2 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:
PRIOR TO ISSUANCE OF GRADING PERMITS:
1. The applicant shall retain a qualified paleontologist approved by the County to create and

Plan: PPT230006 Parcel: 751020002

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

b. PRIMP must be accompanied by the final grading plan for the subject project.

c. Description of the proposed site and planned grading operations.

d. Description of the level of monitoring required for all earth-moving activities in the project area.

e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j. Procedures and protocol for collecting and processing of samples and specimens.

k. Fossil identification and curation procedures to be employed.

l. Identification of the permanent repository to receive any recovered fossil material.

*Pursuant the County “SABER Policy”, paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

m. All pertinent exhibits, maps, and references.

n. Procedures for reporting of findings.

o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report’s content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e.,

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 Annexation into a Maintenance District Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

060 - Transportation. 2 Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer’s certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 2 Approved Maintenance Exhibit (ME) (cont.) Not Satisfied

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

060 - Transportation. 3 Coordination with Others Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from the following:

_Coordinate with PPT230005, PPT240016, TTM38578 & SP00401.

060 - Transportation. 4 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

The project is located in the Whitewater watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

060 - Transportation. 5 Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE, a sight distance analysis shall be provided on proposed street intersecting with Harrison Street, 62nd Avenue and Tyler Street per Standard No. 821, Ordinance No. 461.11.

or as approved by the Director of Transportation.

70. Prior To Grading Final Inspection

E Health

070 - E Health. 1 DEH - Destruction of any wells/OWTS Not Satisfied

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70. Prior To Grading Final Inspection

E Health

070 - E Health. 1 DEH - Destruction of any wells/OWTS (cont.) Not Satisfied

Prior to grading permit final, confirmation of no presence of wells or onsite wastewater treatment systems (OWTS)/septic systems. If discovered, obtain destruction permits from DEH.

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines
Prehistoric Resources- One of the following treatments shall be applied.
a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

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70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom Not Satisfied

PRIOR TO SCHEDULING ANY IMPLEMENTING PROJECT FOR PUBLIC HEARING, THE FOLLOWING CONDITION SHALL BE PLACED ON THE IMPLEMENTING PROJECT:

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

BS-Plan Check

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80. Prior To Building Permit Issuance

BS-Plan Check

080 - BS-Plan Check. 1 Gen - Custom Not Satisfied

When preparing and submitting the construction documents, provide justification to comply with CBC table 506.2 for all buildings including Grand VIP Barn.

E Health

080 - E Health. 1 DEH - Permitting of Food Facilities Not Satisfied

Submit plans for review and approval for the operation of a food facility to District Environmental Services (DES) Food Plan Check Division. Contact (760)863-8287 for additional details.

Fire

080 - Fire. 1 FIRE - Prior to Permit Not Satisfied

Fire Department Access - Prior to building permit issuance, the fire access site plan shall be reviewed and approved. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Parallel parking is permitted on both sides of a required fire apparatus access road when the clear width (face of curb to face of curb) is a minimum of 36 feet. Parallel parking is permitted on one side of a required fire apparatus access road when the clear width is a minimum of 30 feet (face of curb to face of curb). Reference the County of Riverside County Office of the Fire Marshal Technical Policy #TP22-002

Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1

080 - Fire. 2 Prior to permit Not Satisfied

1. 080-Phased Construction Access and Water Supply-Fire
If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Contact our office for submittal instructions.

2. 080-Tract Water Verification-Fire
The required water system, including all fire hydrant(s), shall be installed, and accepted by the appropriate water agency and the Riverside County Fire Department prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Department to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary access. Approved water plans must be at the job site.

3. 080-Fire Department Plan Review-Fire
Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 2 Prior to permit (cont.) Not Satisfied

the time of construction plan submittal. Contact our office for submittal instructions.

Planning

080 - Planning. 1 CAP Screening Table Measures Not Satisfied

Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project EIR. The conceptual measures may be replaced with other measures as listed in the table included with the project EIR, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 2 CC&R Reciprocal Access/Parking/Landscape Maintenan Not Satisfied

The applicant shall notify the Planning Department that the following documents will be submitted to the Office of the County Counsel for approval along with the current fee:

1. A cover letter identifying the project for which approval is sought;

2. A signed and notarized declaration of covenants, conditions, and restrictions;

3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions, and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for review by County Counsel.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide reciprocal easements for ingress, egress and parking, c) provide for the establishment of a property owner's association comprised of the owners of each individual parcel, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'landscape area, more particularly described on Exhibit 'A' attached hereto.

The property owners' association shall have the right to assess the owners of each individual parcel for the reasonable cost of maintaining such 'landscape area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Assistant TLMA Director - Community Development of the County of Riverside or the County's

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 2 CC&R Reciprocal Access/Parking/Landscape Maintenar Not Satisfied

successor-in-interest. A proposed amendment shall be considered ‘substantial’ if it affects the extent, usage, or maintenance of the ‘landscape area’ or any reciprocal easement established pursuant to the Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division.

080 - Planning. 3 CEQA Filing Not Satisfied

Prior to building permit issuance, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

080 - Planning. 4 CONFORM TO ELEVATIONS Not Satisfied

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B. All architectural treatments and banding on tower elements shall be applied to all elevations of the buildings.

080 - Planning. 5 Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 6 Electrical Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning Department evidence from the applicable electrical utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project electrical demand and applicable substation sizing based on the project substation community benefit as well as status and timeline for IID approvals and construction schedule of the substation.

080 - Planning. 7 EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 7 EV Charging Stations (cont.) Not Satisfied

each additional fifty (50) parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 8 Fee Status Not Satisfied

Prior to issuance of building permits for PPT230006, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 9 Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 10 MM AES-1 – Landscaping Design Not Satisfied

Landscaping plans and materials along rights-of-way and other development site perimeters shall serve to create a harmonious transition between individual development sites and the surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and open space areas.

080 - Planning. 11 MM AES-2 – Walls/Fences Not Satisfied

Free-standing walls and fences, where contemplated, shall be constructed to minimize impacts to scenic vistas to the greatest extent practicable, and to define and delineate surrounding areas. Individual project landscaping should frame views, obscure or soften hard edges and enhance security.

080 - Planning. 12 MM AES-3 – Lighting Not Satisfied

All outdoor lighting shall be in compliance with Riverside County Lighting Ordinances 655 and 915, and applicable Specific Plan guidelines. Other lighting recommendations include the following:
a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.
b. Lighting fixtures shall be of appropriate scale, style, and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.
c. The intensity of light at the boundary of the HBFC campus shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
d. All lighting shall be directed onto the site and away from adjacent properties with appropriate shielding, and minimal fixture height to ensure minimum impact on adjoining lands and streets.
e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.

080 - Planning. 13 MM AES-4 – Landscape Lighting Not Satisfied

Landscape lighting shall be shielded to direct and limit areas of illumination to the individual

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 13 MM AES-4 – Landscape Lighting (cont.) Not Satisfied

development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.

080 - Planning. 14 MM AES-5 – Exterior Lighting Not Satisfied

Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

080 - Planning. 15 MM AES-6 – Power Lines Underground Not Satisfied

Where practicable, on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the County and Imperial Irrigation District (IID).

080 - Planning. 16 MM AES-7 – IID/CVWD Lighting Not Satisfied

Lighting at the IID substation and all CVWD well sites shall be fully shielded from adjoining properties or streets, and the minimum intensity needed to provide security and meet the functional needs of these facilities.

080 - Planning. 17 MM AES-8 - Artificial Nighttime Lighting Not Satisfied

Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas. The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

080 - Planning. 18 MM AQ-2 - Construction Equipment Emission Reductions Not Satisfied

The following measures will reduce NOx and ROG emissions from construction equipment and shall be noted on construction plans:

- Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
- Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

080 - Planning. 19 MM AQ-3 - Title 24 Compliance Not Satisfied

All building construction shall comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations. Project plans or separate documentation shall demonstrate compliance.

080 - Planning. 20 MM GHG-4 - Loading Dock Electrification Not Satisfied

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 20 MM GHG-4 - Loading Dock Electrification (cont.) Not Satisfied

All commercial and industrial loading docks shall be electrified, and transport refrigeration units (TRUs) and auxiliary power units (APUs) shall be plugged into the electric dock instead of running on diesel . Any building plans with such features shall indicate electrification provided.

080 - Planning. 21 MM HYD-7 – Manure Storage Not Satisfied

Prior to building permit for any manure storage area, manure storage areas shall be constructed in an approved manner that protects against surface and groundwater contamination. If storage is to occur on a soil pad, said pad shall be constructed in a manner consistent with the following guidelines:
a) Soils used for the pad should have at least 30% of the particles passing a #200 sieve, less than 20% retained on a #4 sieve, and no rocks greater than 3 inches. (Sieve analysis according to ASTM D-422)
b) Soils should have a plasticity index greater than 7% (ASTM D4318)
c) Soils during placement should be maintained at a moisture content of 0 to 5% above optimum (ASTM D-698 or ASTM D-1557 during construction)
d) Soils should be placed in multiple lifts and compacted with at least three passes of a “sheeps-foot” type roller with feet that extend through the loose lift and into the previously compacted lift or compacted until achievement of 90% of standard proctor density, verified (ASTM 2922) at a frequency of one sample per 3,000 sq ft.

080 - Planning. 22 Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

080 - Planning. 23 Required Applications Not Satisfied

No building permits shall be issued until SP00401, GPA230001, and CZ2300003 have been approved and adopted by the Board of Supervisors and has been made effective.

080 - Planning. 24 Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 25 School Mitigation Not Satisfied

Impacts to the (Coachella Valley Unified School District) shall be mitigated in accordance with

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 25 School Mitigation (cont.) Not Satisfied

California State law.

080 - Planning. 26 Wall/Fencing Plan Required Not Satisfied

A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT A and APPROVED EXHIBIT L.

080 - Planning. 27 Water/Wastewater Service Not Satisfied

Prior to the issuance of a building permit, the applicant/owner shall provide the Planning Department evidence from the applicable water and wastewater utility provider that the project will be fully serviced. This evidence shall also include any updated projections on project water and wastewater demand and applicable water reservoir sizing based on the project water reservoir community benefit as well as status and timeline for CVWD approvals and construction schedule of the reservoir.

Survey

080 - Survey. 1 Access Restrictions Not Satisfied

Lot access shall be restricted on Harrison Street and so noted on the final map, with the exception of proposed Street A, Street B, Street AG, and a 26-FT emergency access easement between Lots 93 and 94.

Lot access shall be restricted on 62nd Avenue and so noted on the final map, with the exception of proposed Street C.

Lot access shall be restricted on Tyler Street and so noted on the final map, with the exception of proposed Street G, Street P, Street W and Street AF.

080 - Survey. 2 Right-of-Way Dedication Not Satisfied

[PUBLIC STREETS]

Sufficient public street right-of-way along Harrison Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 84, Ordinance No. 461.11.

Sufficient public street right-of-way along 62nd Avenue on the project side, from Harrison Street to Tyler Street shall be conveyed for public use to provide for a 110-FT half-width right-of-way per Standard No. 82, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No.

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 2 Right-of-Way Dedication (cont.) Not Satisfied
461.11.

Sufficient public street right-of-way along 64th Avenue on the project, from Harrison Street to Tyler Street side shall be conveyed for public use to provide for a 59-FT half-width right-of-way per Standard No. 93, Ordinance No. 461.11.

Sufficient public street right-of-way along the proposed Street A on the project side shall be conveyed for public use to provide for a 96-FT full-width right-of-way per Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduce the full-width right-of-way to 96-FT. NOTE, a circular improvement is being proposed at the mid-point of Street A, between Harrison Street and Street B. Sufficient public street right-of-way shall be conveyed for public use to provide a curve right-of-way dedication with 67-FT radius. Provide right-of-way transition from the curve to tangent at 25-FT radii. The proposed Street A shall be privately maintained.

Sufficient public street right-of-way along the proposed Street B on the project side shall be conveyed for public use to provide for a 100-FT full-width right-of-way per Standard No. 94 and Cul-De-Sac right-of-way per Standard No. 800, Ordinance No. 461.11. The proposed Street B shall be privately maintained.

Sufficient public street right-of-way along the proposed Street B on the project side at the intersection of proposed Street A shall be conveyed for public use to provide for a 114-FT full-width right-of-way (50-FT on the east side of the centerline and 64-FT on the west side of the centerline) per Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to increase the full-width right-of-way to 114-FT. The proposed Street B shall be privately maintained.

[PRIVATE STREETS]

For the private streets listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

STREET AG is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Cul-De-Sac at the east end per Standard No. 800, Ordinance No. 461.11.

Street AF is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Offset Cul-De-Sac at the west end per Standard No. 800A, Ordinance No. 461.11.

or as approved by the Director of Transportation.

080 - Survey. 3 Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 3 Survey Monumentation (cont.) Not Satisfied

record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

080 - Transportation. 1 080 - Transportation - Landscape Common Area CCRs Not Satisfied

Landscape Common Area CCRs

The developer/ permit holder shall:
Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

1) Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Transportation Department, Landscape Section shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Transportation Department, Landscape Section.

080 - Transportation. 2 080 - Transportation - Landscape Inspection Deposit Red Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 080 - Transportation - Landscape Inspection Deposit Rec Not Satisfied
inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the (stamped) approved grading plans; and,
4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;
4) The use of canopy trees (24 inch box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,

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Transportation

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

A. Landscape screening shall be designed to ensure full, opaque, coverage up to a minimum height of (25) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
B. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
C. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
D. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
E. Project shall prepare water use calculations as outlined in Ord 859.3.
F. Trees shall be hydrozoned separately.
G. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
H. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.
I. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
J. Project shall use County standard details for which the application is available in County

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080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Standard Detail Format regardless of maintenance responsibility.
K. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
L. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
M. Plant species shall meet ALUC requirements, if applicable.
N. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
O. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
P. Project shall use (100) Percent point source irrigation type for shrubs/groundcover/vines regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
Q. Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.
R. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.
S. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
T. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
U. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 5 Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.

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080 - Transportation. 5 Annexation into a Maintenance District (cont.) Not Satisfied

(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 6 Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

080 - Transportation. 7 Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

080 - Transportation. 8 Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the

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080 - Transportation. 8 Lighting Plan (cont.) Not Satisfied

Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 9 RCTD-USE-TS/DESIGN Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)
or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 10 RCTD-USE-TS/Fair Share Not Satisfied

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harrison Street (NS) at Middleton Street (EW):

The traffic study has determined the project's fair share of the deficiency is 1.2%. The project shall pay its fair share towards the future construction of:
- Traffic Signal

SR-86 (NS) at 62nd Avenue (EW):

The traffic study has determined the project's fair share of the deficiency is 5%. The project shall pay its fair share towards the future construction of:
- Provide overlap phasing for the westbound right turn

Note: There are multiple individual projects within each phase. The fair share condition may be satisfied by the first individual project moving forward within the phase. Alternatively, additional traffic analysis may be provided to determine the responsibility of each project.
or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

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080 - Transportation. 10 RCTD-USE-TS/Fair Share (cont.) Not Satisfied

080 - Transportation. 11 RCTD-USE-TS/Geometrics Not Satisfied

The intersection of Harrison Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one right-turn lane (300 feet storage) with overlap phasing
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one shared through-right lane
Westbound: one left-turn lane (300 feet storage), one shared through-right lane

The intersection of SR-86 (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one right-turn lane
Southbound: one left-turn lane, two through lanes, one right-turn lane
Eastbound: one left-turn lane, one shared through-right lane (modify signal to provide protected phasing)
Westbound: one left-turn lane, one through lane, one right-turn lane (modify signal to provide protected phasing)

The intersection of Harrison Street (NS) at Project Access 1 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage) (raised median to restrict left turns)
Southbound: one left-turn lane (300 feet storage), one through lane
Westbound: one right-turn only lane (raised median on Harrison Street to restrict left turns) (stop-control)

The intersection of 62nd Avenue (EW) at Project Access 3 (NS) shall be improved to provide the following geometrics:

Northbound: shared left-right lane (stop control)
Eastbound: one through lane, one right-turn lane (300 feet storage)
Westbound: one left-turn lane (150 feet storage), one through lane

The intersection of Tyler Street (NS) at Project Access 4 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 5 (EW) shall be improved to provide the following geometrics:

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Transportation

080 - Transportation. 11 RCTD-USE-TS/Geometrics (cont.) Not Satisfied

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 6 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

080 - Transportation. 12 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 13 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 14 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline,

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080 - Transportation. 14 Road Improvements (Plan) (cont.) Not Satisfied

8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate

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080 - Transportation. 14 Road Improvements (Plan) (cont.) Not Satisfied

pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.
NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET A FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street A shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at right-of-way adjacent within a 96-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 11-FT, reduced the full-width right-of-way to 96-FT, 6-FT sidewalk placement to be right-of-way adjacent and to add 10-FT wide raised median.

NOTE:
1. Provide a break in the raised median at mid-point between Harrison Street and private Street B and provide a circular pavement at modified curve rolled curb & gutter, curve 11-FT parkway with 6-FT sidewalk within 48-FT radii within modified curve right-of-way dedication with 67-FT radii. Provide right-of-way transition from the curve to tangent at 25-FT radii.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 14 Road Improvements (Plan) (cont.) Not Satisfied

2. For public use, the street shall not be gated nor fence within the right-of-way.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:
-Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
- For public use, the street shall not be gated nor fence within the right-of-way.
-Provide a 30-FT wide driveway at the project north boundary for emergency access per the County commercial driveway Standard No 207A.
-Provide a 35-FT wide driveway at the project south boundary at the cul-de-sac per the County commercial driveway Standard NO. 207A.
-Provide a 65-FT wide driveway for the east leg at the intersection of Street A per the County commercial driveway Standard NO. 207A.

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800. In addition, provide a 46-FT wide driveway at the cul-de-sac per the County commercial driveway Standard NO. 207A.

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A. In addition, provide a 24-FT wide driveway at mid-block on the north side for emergency access per the County commercial driveway Standard No 207A

or as approved by the Director of Transportation.

080 - Transportation. 15 Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 15 Utility Plan (cont.) Not Satisfied

be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.
_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

Waste Resources

080 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at http://www.rcwaste.org/business/planning/design) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash, recyclable materials, and organics and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) – Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. A copy of Form B can be found at (https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

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90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS (cont.) Not Satisfied

A six-inch-wide curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a “Wet Signed” copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a “Wet Signed” copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a “Wet Signed” copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.
Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

E Health

090 - E Health. 1 DEH - Hazmat Review and Clearance Not Satisfied

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances. Hazmat will also review for any additional requirements which are required to be fulfilled prior to final clearance. Contact (760)863-8976 for additional details.

Fire

090 - Fire. 1 Prior to final - adverse impact mitigation Not Satisfied

The applicant or developer must purchase or provide additional funds towards the purchase of a new fire aerial apparatus. The aerial apparatus or funds shall be provided prior to issuance of the certificate of occupancy of any structure anywhere within the specific plan that meets fire department needs for an aerial apparatus. This condition can only be satisfied by the Transportation and Land Management Agency (TLMA) and/or the Riverside County Fire Department or their representatives.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

Accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense.

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 CAP Screening Table Measures Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project EIR. The conceptual measures may be replaced with other measures as listed in the table included with the project EIR, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3 Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 4 Electrical Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary electrical service infrastructure, including the substation at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, and IID.

090 - Planning. 5 Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 6 MM AIR-3 – Equestrian Bird Deterrent Not Satisfied

Equestrian buildings, including stables and arenas, shall include measures to deter birds from using such structures for shade or cover, as well as for nesting or roosting. Facilities for housing animals, feed production areas, feed troughs, and manure may also attract birds, and thus require mitigation. The following design and passive deterrence measures, as appropriate, will serve to avoid and/or minimize bird-related impacts:

o Stables, arenas, and other structures shall be designed to minimize open, exposed

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90. Prior to Building Final Inspection

Planning

090 - Planning. 6 MM AIR-3 – Equestrian Bird Deterrent (cont.) Not Satisfied

ceilings with perching sites available.
o Netting may be applied inside stables, arenas, and other structures to limit access to I-beams or other such supporting structures that may be favorable perching sites. Anti-perching spike strips may also be applied to favorable perching sites.
o Feeding troughs, feed storage areas, or feed bins should occur under shade or other covered structures to limit visual exposure to flocking birds.
o Minimize or preclude standing water in irrigated hayfields or other grazing areas. Water applied to such areas shall be limited to what is necessary to control dust or maintain vegetation and shall not be allowed to accumulate in puddles or along furrows.
o Except for the primary grassed competition ring, all riding, training, and competition areas with grassy covering should use drought-resistant grass species to minimize water use.
o Manure shall be routinely removed from facilities and training areas and contained for disposal to avoid exposure to wildlife.

090 - Planning. 7 MM AQ-4 - Operational Dust Control Plan Not Satisfied

The Project proponent shall prepare and implement an operational Fugitive Dust Control Plan for the proposed equestrian center (Planning Area 1) consistent with the recommendations in SCAQMD Rule 403, including Table 4 therein. The plan shall effectively reduce particulate matter emissions associated with the equestrian center, including the application of dust suppressants to disturbed or unpaved surfaces.

090 - Planning. 8 MM GHG-2 - Electric Vehicle Charging Not Satisfied

Provide electric vehicle charging infrastructure in both commercial parking lots and residential garages.

090 - Planning. 9 Ord. No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected. The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for [CASE NUMBER] has been calculated to be 220.0 net acres.

090 - Planning. 10 Ord. No. 810 (MSHCP) Not Satisfied

Prior to the issuance of a certificate of occupancy upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for PPT230006 is calculated to be 220.0 net acres.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 11 Parking Paving Material Not Satisfied

A minimum of 1,620 parking spaces (1,195 standard, 137 EV, 40 accessible, 248 DG paved) shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. Except for areas labelled as overflow parking, which shall be surfaced with decomposed granite, all other parking areas shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 12 Renewable Energy Generation R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 13 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

090 - Planning. 14 Trash Enclosures Not Satisfied

Trash enclosures which are adequate to enclose a minimum of two bins each shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure{s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 15 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

090 - Planning. 16 Water Infrastructure Complete Not Satisfied

Prior to building permit final, all necessary domestic water service infrastructure, including the water reservoir at the appropriate size based on the project community benefit shall be completed to the satisfaction of the Planning Director, Building Official, Environmental Health and CVWD.

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drought Not Satisfied

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drought Not Satisfied
Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 3 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department’s Business Storm Water Compliance Program Section.

090 - Transportation. 4 Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No 673.

090 - Transportation. 5 Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED HARRISON STREET
Harrison Street along the project is County-maintained road designated as an 6-Lanes

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 Road Improvements (Installation) (cont.) Not Satisfied

Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 76-FT from centerline, 34-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404, and a 40-FT of landscaped on raised median at centerline per Standard No 113 shall be provided.

NOTE:
1. Harrison Street at the intersection of proposed Streets A, B and AG shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 84, page 2 of 2, Ordinance No. 461.11.
2. Harrison Street at the intersection of 62nd Avenue shall be widened with AC Pavement to install 8 in curb and gutter to be located 80-FT from centerline, 30-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 16-FT of pavement from the centerline, 4-raised median and 14-FT pavement west of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 84, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED 62ND AVENUE
62ND Avenue along the project is County-maintained road designated as an 8-Lanes Expressway, and shall be widened with AC Pavement to install 8 in curb and gutter to be located 73-FT from centerline, 37-FT parkway within a 110-FT half-width dedicated right-of-way, with a part-width pavement section of additional 14-FT and install 8 in AC Dike at the edge of pavement located 27-FT from the centerline, 3-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department.

NOTE:
1. 62nd Avenue at the intersection of proposed Street C shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way in accordance with County Standard No. 82, Ordinance No. 461.11.
2. 62nd Avenue at the intersection of Tyler Street shall be widened with AC Pavement to install 8 in curb and gutter to be located 81-FT from centerline, 29-FT parkway within a 110-FT half-width dedicated right-of-way with a part-width pavement section of additional 9-FT of pavement from the centerline, 4-raised median and 14-FT pavement north of the raised median and install 8 in AC Dike at the edge of pavement located 34-FT from the centerline, 8-Ft graded dirt shoulder, within existing 50-FT half-width right-of-way beyond centerline in accordance with County Standard No. 82, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition,

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 Road Improvements (Installation) (cont.) Not Satisfied

8 FT meandering sidewalk per Standard No. 404 shall be provided.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF HARRISON STREET & 62ND AVENUE
An existing irrigation meter and an existing irrigation main pipeline across the intersection are to be protected in place. It is determined that the existing irrigation meter within the ultimate pavement is to remain and protected in place. Therefore, an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and west of the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Every effort should be exhausted to provide the interim improvement on the southwest corner within existing right-of-way.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.
NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 Road Improvements (Installation) (cont.) Not Satisfied

BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH STREET A FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street A shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at right-of-way adjacent within a 96-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 11-FT, reduced the full-width right-of-way to 96-FT, 6-FT sidewalk placement to be right-of-way adjacent and to add 10-FT wide raised median.

NOTE:
1. Provide a break in the raised median at mid-point between Harrison Street and private Street B and provide a circular pavement at modified curve rolled curb & gutter, curve 11-FT parkway with 6-FT sidewalk within 48-FT radii within modified curve right-of-way dedication with 67-FT radii. Provide right-of-way transition from the curve to tangent at 25-FT radii.
2. For public use, the street shall not be gated nor fence within the right-of-way.

FULL-WIDTH STREET B FOR PUBLIC USE & PRIVATELY MAINTAINED
Proposed Street B shall be improved with 10-FT wide of raised median, 32-FT full-width of AC pavement on both side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 100-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way and to add 10-FT wide raised median. Install a modified cul-de-sac improvement and dedicated right-of-way at the south end per Standard No 800.

NOTE:
-Street B at the intersection of proposed Street A shall be widened on the north side and improved with 10-FT wide of raised median, 32-FT of AC pavement on the east side of the centerline & 46-FT of AC pavement on the west side of the centerline, 6 in rolled curb and gutter & 6 FT sidewalk at 2-FT from the right-of-way within a 114-FT full-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. Modify Standard No 94 to reduced parkway to 13-FT, increase the full-width right-of-way to 114-FT, 6-FT sidewalk placement to be 2-FT from the right-of-way, and to add 10-FT wide raised median.
- For public use, the street shall not be gated nor fence within the right-of-way.
-Provide a 30-FT wide driveway at the project north boundary for emergency access per the County commercial driveway Standard No 207A.
-Provide a 35-FT wide driveway at the project south boundary at the cul-de-sac per the County commercial driveway Standard NO. 207A.
-Provide a 65-FT wide driveway for the east leg at the intersection of Street A per the County commercial driveway Standard NO. 207A.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 Road Improvements (Installation) (cont.) Not Satisfied

FULL-WIDTH STREET AG PRIVATELY MAINTAINED
Proposed Street AG shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install a cul-de-sac improvement and dedicated right-of-way at the east end per Standard No 800. In addition, provide a 46-FT wide driveway at the cul-de-sac per the County commercial driveway Standard NO. 207A.

FULL-WIDTH STREET AF PRIVATELY MAINTAINED
Proposed Street AF shall be improved with 40-FT full-width of AC pavement, 6 in curb and gutter and 6 FT sidewalk at curb adjacent within a 60-FT full-width dedicated right-of-way in accordance with County Standard No. 105A, Section A, Ordinance No. 461.11. Install an offset cul-de-sac improvement and dedicated right-of-way at the west end per Standard No 800A. In addition, provide a 24-FT wide driveway at mid-block on the north side for emergency access per the County commercial driveway Standard No 207A

or as approved by the Director of Transportation.

090 - Transportation. 6 Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 7 Utility Installation Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

Waste Resources

090 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Inspec Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 2 Waste Reporting Form and Receipts Not Satisfied

Plan: PPT230006 Parcel: 751020002

90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 2 Waste Reporting Form and Receipts (cont.) Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

12/02/25, 9:34 am **PPT240016**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT240016. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT240016) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan No. 240016 is a proposal for the development plan for the 191 attached condominium units.

Advisory Notification. 3 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated 9/16/25.
Exhibit B (Conceptual Elevations and Floorplans), dated 1/10/24.

Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
- The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
  - Government Code Section 66020 (90 Days to Protest)
  - Government Code Section 66499.37 (Hold Harmless)
  - State Subdivision Map Act
  - Native American Cultural Resources, and Human Remains (Inadvertent Find)
  - School District Impact Compliance
  - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance (cont.)

- Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 555 (Surface Mining and Reclamation)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)
   - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
   - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 5 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT240016 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decisior

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Hold Harmless (cont.)

made by the COUNTY concerning PPT240016, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

Please comply with CBC Chapter 11B i.e. Accessible units, ADA parking, Etc.
Please provide site plan to show parking layout
Please comply with California Green Building Code for public EV charging spaces requirements TABLE 5.106.5.3.1.
NOTIFICATIONS:
CODE/ORDINANCE REQUIREMENTS:
The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted 2022 California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.
PERMIT ISSUANCE:

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

Per section 105.1 (2022 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.
The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.
The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.
At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.
ACCESSIBLE PATH OF TRAVEL:
1- The accessible path of travel details shall include;
1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:
1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.
2- Relocate the ADA parking to comply with the following:
Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance
3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

E Health

E Health. 1 DEH - CVWD Water and Sewer Service

Based on information submitted during entitlement, PPT240016 is being developed by connected to Coachella Valley Water District (CVWD) water and sewer service. Documentation establishing actual service will be required during the proper milestones (ex: map recordation, building permit issuance, etc...)

Fire

Fire. 1 FIRE - Fire Conditions General

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 FIRE - Fire Conditions General (cont.)

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the current edition of California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.
These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.
a. Will Serve Letters from the responsible water purveyor are required prior to a map recordation.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Where new water mains are extended along streets where hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC as amended and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC as amended and Riverside County Fire Department Policies and Standards.
a. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage shall be in compliance with Riverside County Fire Department Standards.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 FIRE - Fire Conditions General (cont.)

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

6. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

7. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

8. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC as amended.

10. Gate Access - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

11. Water Plans - If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC as amended.

12. Emergency Responder Communication 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. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

13. Fire Planning Review: This planning case will also be reviewed by the Riverside County Fire

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 FIRE - Fire Conditions General (cont.)

Department's Fire Planning Division for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Fire Planning to mitigate these impacts. Questions for Fire Planning can be addressed to RVCPlanningSubmittals@fire.ca.gov.

14. Residential Fire Sprinklers: Residential fire sprinklers are required in all one and two-family dwellings per the California Residential Code (CRC). Plans must be submitted to the Office of the Fire Marshal for review and be approved prior to installation. Reference CRC.

15. Phased Construction Access and Water Supply: If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Reference CFC as amended.

Fire. 2 Other Fire Department Infrastructure needed prior to Building permits

In regard to other Fire Department required infrastructure, prior to Building Permit issuance, the required water system, including all fire hydrant(s), shall be installed and accepted by the appropriate water agency and the Riverside County Office of the Fire Marshal, prior to any combustible building materials being placed on the project. Additionally, Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the current California Fire Code and Riverside County Fire Department Standards.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 90 Days To Protest (cont.)

Planning. 2 90 Days To Protest

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

Planning. 3 Fees for Review

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in County Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 4 Land Division Required

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT D, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Planning-CUL. 2 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.
If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD

Planning-EPD. 1 Mitigation Measure AES-8 Artificial Nighttime Lighting

Mitigation Measure AES-8 Artificial Nighttime Lighting – 15 Series
Throughout Project construction and the lifetime operations of the Project, the County of Riverside and Project proponent shall avoid use of eliminate all nonessential lighting throughout the Project area and avoid or limit the use of artificial light at night during the hours of dawn and dusk when many wildlife species are most active. The County of Riverside and Project proponent shall ensure that all lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas., reduced in The intensity of Project lighting shall be limited to the greatest extent practicable. Project lighting shall avoid spillage
or trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). To the greatest extent practicable, the County of Riverside and Project proponent shall ensure use of LED lighting with a correlated color temperature of 3,000 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler.

Planning-EPD. 2 Reporting Special Status Species/Plant Communities

BIO-5: Reporting Special Status Species/Plant Communities

As required by Bio Mitigation Measure 5 of the Final EIR, dated March 7, 2025, for the Thermal Ranch Specific Plan (SP No. 00401), over the course of implementing the provisions of the Thermal Ranch Specific plan the Project biologists shall report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link:
https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240008, submitted for the project SP00401, was prepared by Petra Geosciences, Inc., and is titled “Updated Geotechnical Report, Equestrian Estates Development, APN’s 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC of Avenue 64 and Harrison Street, Thermal Area, Riverside County, California”, dated April 13, 2022. In addition, Petra prepared “Response to Review Comments, County Geologic Report No. 240008, Equestrian Estates

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

Development, APN's 751-020-002, 751-020-006, 751-020-007, 751-020-003, Approximately 628 Acres, NEC Avenue 64 and Harrison Street, Thermal Area, Riverside County, California" dated April 29, 2024. This document is herein incorporated as a part of GEO240008.

GEO240008 concluded:

1. No active faults are known to project through the property.
2. The site does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. Tile drains are known to exist at the site.
4. An irrigation consultant (a CA registered Civil Engineer) with expertise in tile drain relocation has been contracted to evaluate existing conditions and design a rerouted tile drain system to maintain the integrity of the regional groundwater level control.
5. Accordingly, groundwater levels are not anticipated to rise above the levels encountered in the Petra investigation, and the predicted liquefaction-induced settlement will not be impacted, mineral efflorescence, inundation of subterranean utilities, or corrosion of foundation/building materials are not expected to occur if maintenance of groundwater levels at current elevation or below are incorporated into the design and construction of the project.
6. Groundwater was encountered at approximately 8 to 10 feet below ground surface.
7. Total free-field liquefaction settlement is estimated to be on the order of ¾ to 1 ½ inches with differential settlement estimated to be on the order of 1 inch over a span of 40 feet.
8. Dry sand settlement may contribute an additional ¼ inch of seismically induced settlement.
9. Lateral spreading is not considered to be a likely occurrence.

GEO240008 recommended:

1. All existing structures, foundations, asphalt or concrete pavements, vegetation and subsurface utility installations throughout the sit should be demolished and removed from the site.
2. Following demolition, clearing operations sho8uld also include the removal of any remaining trash, debris, vegetation and similar deleterious materials including the root balls from any trees or other vegetation.
3. Any existing undocumented fill and near surface native soils should be removed to underlying competent alluvial material as approved by the p4rject geotechnical consultant.
4. The estimated depth of removal of fill soils is recommended to be approximately 6 feet below the existing ground surface.
5. Consideration should be given to locally deepening the excavation at the location of tree roots, any underground structure and other proposed subterranean features in order to provide a uniform depth of compacted fill in all areas.
6. Rerouting the tile drain system to maintain the integrity of the regional groundwater level control.

GEO240008 is hereby approved for Planning purposes associated with SP00401.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 General Transportation Condition

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 General Transportation Condition (cont.)

imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Transportation. 2 RCTD-USE-General Transportation Conditions

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.1

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the name of the public if not already accepted.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD-USE-General Transportation Conditions (cont.)

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

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50. Prior To Map Recordation

Fire

050 - Fire. 1 FIRE - Prior to Recordation Not Satisfied

MAP Prior to Recordation Conditions
1. 050-Water System-Fire
The applicant or developer shall furnish one copy of the public water system improvement plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

2. 050-Fire Access Road Improvements-Fire
The land divider shall submit road/street development plans to the County Transportation Department and the Fire Department, identifying the improvements of the project access elements on-site and off-site (Right of Way, Public/Private Streets, Highways, Ways, Easements, etc.). Improvements shall meet minimum County and Fire Department Standards. The improvements shall be completed prior to map recordation, otherwise adequate securities shall be established with the County in accordance with Ordinance 460.

050 - Fire. 2 FIRE - Prior to Recordation Not Satisfied

1. ECS Note-Fire Water Protection: Hydrants, Tanks, or Will Serve Letter-050-Fire
Required fire water protection system- fire hydrants and/or water tank, shall be installed and accepted by the appropriate agency prior to any combustible building materials placed on an individual lot. Written certification / will serve letter from the appropriate water company can be provided to indicate that the proper and acceptable fire hydrant system is within the project area.
2. ECS Note-Water Systems-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: The required water system, including fire hydrants, shall be installed, and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.
3. ECS Note-Alternate or Secondary Access-050-Fire
ECS map must be stamped by the Riverside County Surveyor with the following note: In the interest of Public Safety, the project shall provide an Alternate or Secondary Access(s). Said Alternate or Secondary Access(s) shall have concurrence and approval of both the Transportation Department and the Riverside County Fire Department. (Riverside County Ordinance 460 and California Fire Code 503.1.2)

050 - Fire. 3 Prior to recordation - Alternate Materials & Methods Not Satisfied

Applicant shall submit an Alternate Materials & Methods for review and approval prior to Final Map recordation to mitigate the Grand VIP Barn exceeding the 150-foot hose pull requirements on both sides of the structure.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include a six-inch-wide curb with a twelve (12) inch wide walkway and shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS (cont.) Not Satisfied
sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.
In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

060 - BS-Grade. 5 TILE DRAINS Not Satisfied

Prior to the issuance of a grading permit, the existing underdrainage system (tile drains) shall be clearly delineated on the grading plan. The grading plan shall include, but is not limited to following information:

1. Location and depth of the existing tile drains.

2. Proposed location of service risers, tie-ins and inspection vaults.

3. Easement locations.

4. Show any relocating/rerouting of existing drains to accommodate planned subsurface improvements.

5. Appropriate incorporation of supplemental underdrainage devices and proper tie in into tile-drain manifolds and mains.

6. Maintenance responsibility (HOA, CVWD, etc.) shall be noted on plan.

7. The Preliminary Soils report shall include any mitigation measures and these measures shall be incorporated on the grading plan as required.

E Health

060 - E Health. 1 DEH-ECP COMMENT Not Satisfied

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60. Prior To Grading Permit Issuance

E Health

060 - E Health. 1 DEH-ECP COMMENT (cont.) Not Satisfied

Based on the information obtained during review of the Phase I assessment, the following should be performed and reviewed prior to Grading Permit issuance:

- Six soil samples were collected to investigate past pesticides usage. The number of samples is not adequate for a 600-acre area. Additional soil sampling should be collected in accordance with the “Interim Guidance for Sampling Agricultural Properties” (DTSC, 2008).
- Sampling should be conducted in areas of buildings seen in photos no 33, 34 and 35. Especially in areas of equipment service areas, chemical storage areas, sink areas which are directed to septic systems.
- Soil sampling should also be performed in the area of the overflowing 55-gallon drum that contained waste oils, as seen in photo no 43.
- The unused irrigation well at the site should be abandoned under permit by the Department of Environmental Health.

Note: Further information may be required pending review of all requested items.

Fire

060 - Fire. 1 Prior to grading Not Satisfied

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

Planning

060 - Planning. 1 Grading Permit Referral Not Satisfied

All grading permits shall be subject to the conditions of approval of Tentative Tract Map No. 38578.

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 2 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Project Archaeologist (cont.) Not Satisfied

details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl Clearance Not Satisfied

BUOW Clearance -060 Series

Mitigation Measure BIO-2: Burrowing Owl Habitat Assessment and Surveys Suitable burrowing owl habitat has been confirmed on the site; therefore, focused burrowing owl surveys shall be conducted by a qualified biologist according to the Staff Report on Burrowing Owl Mitigation (CDFG, 2012 or most recent version) prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project, including Project activities at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the “Mitigation Impacts” section of the 2012 Staff Report and shall implement CDFW-approved mitigation prior to initiation of Project activities. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl Clearance (cont.) Not Satisfied

suitable habitat, along with proposed relocation actions. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.
For all phases of Project construction, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG, 2012 or most recent version). Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.

060 - Planning-EPD. 2 CVMSHCP Compliance Not Satisfied

BIO-4: CVMSHCP Compliance – 60 Series
Prior to construction and issuance of any grading permit, the County of Riverside shall ensure compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and its associated Implementing Agreement and shall ensure the collection of payment of the CVMSHCP Local Development Mitigation Fee and transfer of revenues to the Coachella Valley Conservation Commission.

060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD Not Satisfied

MBTA 60- Series
Mitigation Measure BIO-1: Nesting Birds
To the greatest extent feasible, Project construction activities, including those at the 619-acre Project site and the CVWD Middleton Reservoir 7802-1 site, will avoid the peak nesting season (February 1 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to all vegetation removal or ground-disturbing activities throughout all phases of the Project. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.
Nest buffers are species specific and shall be at least 300 feet for passerines

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD (cont.) Not Satisfied

and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Construction activities may not occur inside the established buffers, which shall remain onsite until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

060 - Planning-EPD. 4 WEAP 60 Series Not Satisfied

WEAP 60 Series
BIO-3: Worker Environmental Awareness Program Training (WEAP)
A Worker Environmental Awareness Program (WEAP) training will be prepared by the Project biologists and completed by all construction workers, inspectors, , and subcontractors at the Project and reservoir sites prior to the start of any vegetation removal or soil disturbance activities. A hand-out brochure will be prepared for the grading contractor, construction company and other workers that provides information on identifying and avoiding burrowing owl, nesting birds, and other sensitive species potentially occurring on the Project and Reservoir sites and includes pictures of sensitive species and suitable habitat. WEAP training will be completed during the Project's initial safety meeting. A sign-in sheet will be passed around to identify those who have completed the WEAP training and will be included as an appendix in the final monitoring report, if required. This training should be video-taped and replayed to additional construction personnel that start work after the initial safety meeting.

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:
PRIOR TO ISSUANCE OF GRADING PERMITS:
1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted for approval by the County Geologist prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

reviewed.

b. PRIMP must be accompanied by the final grading plan for the subject project.

c. Description of the proposed site and planned grading operations.

d. Description of the level of monitoring required for all earth-moving activities in the project area.

e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j. Procedures and protocol for collecting and processing of samples and specimens.

k. Fossil identification and curation procedures to be employed.

l. Identification of the permanent repository to receive any recovered fossil material.

*Pursuant the County “SABER Policy”, paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

m. All pertinent exhibits, maps, and references.

n. Procedures for reporting of findings.

o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution. All reports shall be signed by the qualified paleontologist responsible for the report’s content. All reports shall also be signed by all other parties responsible for the report’s content (eg. Professional Geologist), as necessary A signed electronic copy of the report, project plans, and all required review applications shall be uploaded to the County’s PLUS Online System. Please use the following for this purpose:

https://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/Filing_Instructions_Paleontological_Report_Review_Application.pdf

https://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/PLUS_Online_Upload_Instructions_Paleontology.pdf

https://planning.rctlma.org/sites/g/files/aldnop416/files/users/user91/Supplemental_Information_Form_PALEO.pdf

Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office. Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office. In addition, the applicant shall

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 Gen - Custom (cont.) Not Satisfied

submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 RCTD-USE-Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

060 - Transportation. 1 Annexation into a Maintenance District Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1 Annexation into a Maintenance District (cont.) Not Satisfied

or as approved by the Director of Transportation.

060 - Transportation. 2 Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

060 - Transportation. 3 Coordination with Others Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from the following:

• Coordinate with PPT230005, PPT240016, TTM38578 & SP00401.

060 - Transportation. 4 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP RE Not Satisfied

The project is located in the Whitewater watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 5 RCTD-USE-Annexation into a Maintenance District Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

060 - Transportation. 6 RCTD-USE-Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 6 RCTD-USE-Approved Maintenance Exhibit (ME) (cont.) Not Satisfied

BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

060 - Transportation. 7 RCTD-USE-Fee Credit or Reimbursement Not Satisfied

In order to be eligible for credit/reimbursement, the Project shall enter into a Fee Credit/Reimbursement agreement with the Transportation Department for constructing TUMF, RBBD, DIF, CFD facilities, after plans are approved and prior to advertisement. All work shall be preapproved and comply with the Transportation Department requirements and the public contracts code.

060 - Transportation. 8 RCTD-USE-Sight Distance Analysis Not Satisfied

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation. 9 RCTD-USE-Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE:

1. Proposed gates shall be identified on the grading plans. Gates are to be located 35 FT from the flowline of the adjacent street.

or as approved by the Director of Transportation.

060 - Transportation. 10 Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE, a sight distance analysis shall be provided on proposed street intersecting with Tyler Street per Standard No. 821, Ordinance No. 461.11.

or as approved by the Director of Transportation.

70. Prior To Grading Final Inspection

E Health

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70. Prior To Grading Final Inspection

E Health

070 - E Health. 1 DEH - Destruction of any wells/OWTS Not Satisfied

Prior to grading permit final, confirmation of no presence of wells or onsite wastewater treatment systems (OWTS)/septic systems. If discovered, obtain destruction permits from DEH.

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines
Prehistoric Resources- One of the following treatments shall be applied.
a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

Plan: PPT240016 Parcel: 751020002

70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1 Gen - Custom Not Satisfied

PRIOR TO GRADING FINAL:
The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.
A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20Instructions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).
Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 No Building Permit W/O Grading Permit Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 Rough Grade Approval Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1 FIRE - Prior to Permit Not Satisfied

1. 080-Phased Construction Access and Water Supply-Fire

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 FIRE - Prior to Permit (cont.) Not Satisfied

If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Contact our office for submittal instructions.

2. 080-Tract Water Verification-Fire
The required water system, including all fire hydrant(s), shall be installed, and accepted by the appropriate water agency and the Riverside County Fire Department prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Department to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary access. Approved water plans must be at the job site.

3. 080-Fire Department Plan Review-Fire
Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

Planning

080 - Planning. 1 Building Permit Referral Not Satisfied

All building permits shall refer to conditions of approval from Tentative Tract Map No. 38578.

Planning-EPD

080 - Planning-EPD. 1 Condition to get lighting plan Not Satisfied

80 Series Condition to get lighting plan
Prior to the issuance of building permits a lighting plan must be submitted for review and approval by EPD. The lighting plan must demonstrate that all lighting for the project is fully shielded, cast downward and directed away from surrounding open-space and agricultural areas.

080 - Planning-EPD. 2 Reporting Special Status Species/Plant Communities Not Satisfied

As required by Bio Mitigation Measure 5 of the Final EIR, dated March 7, 2025, for the Thermal Ranch Specific Plan (SP No. 00401), prior to building permit issuance, the projects biologist must submit to EPD either a document stating that no special-status species or natural communities were detected or a document stating that any special-status species or natural communities were reported to the California Natural Diversity Database (CNDDB). If data is submitted to the CNDDB occurrence information must be submitted to EPD.

Survey

080 - Survey. 1 Access Restrictions Not Satisfied

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 1 Access Restrictions (cont.) Not Satisfied

proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

080 - Survey. 2 RCTD-USE-Access Restriction Not Satisfied

Lot access shall be restricted on 62nd Avenue.

Lot access shall be restricted on Tyler Street, with the exception of an 81 ft wide opening for Street "W", a 71 ft wide opening for Street "P", and a 60 ft wide opening for Street "AF".

080 - Survey. 3 RCTD-USE-Right-of-Way Dedication Not Satisfied

[PUBLIC STREETS]

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

[PRIVATE STREETS]

For the private streets listed below, the private road easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

ENTRY Street P is a reserved private streets and shall be conveyed as a 71-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

ENTRY Street W is a reserved private street and shall be conveyed as a 81-FT full-width private road easement per modified Standard No. 806, Ordinance No. 461.11.

Street M, from Streets N to V, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11. South of Street V, a 33-FT full-width private easement shall be conveyed per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street P, from Streets O to M, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street O, from Street P to Street M, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11. Street O, from Street AE to Street W, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 3 RCTD-USE-Right-of-Way Dedication (cont.) Not Satisfied

Street V, from Street T to Street M, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street T is a reserved private street and shall be conveyed as 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street W is a reserved private street and shall be conveyed as a 62-FT to 95-FT varying full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street Y, from Street O to Street Z, is a reserved private street and shall be conveyed as a 33-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street Z, south of street Y, is a reserved private street and shall be conveyed as a 37-FT full-width private road easement per Modified Standard No. 106, Section B, Ordinance No. 461.11. North of Street Y a 33-FT full-width private road easement shall be conveyed per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Streets Y, AB, AC, AD, and AE, are reserved private street and shall be conveyed as 37-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Street X and AA are reserved private street and shall be conveyed as 33-FT full-width private road easements per Modified Standard No. 106, Section B, Ordinance No. 461.11.

An Emergency Access Road on the project side from Street AE to Street AF shall be conveyed for an emergency use to provide for a 30-FT full-width easement per the tentative map exhibit.

Street AF is a reserved private street and shall be conveyed as a 60-FT full-width private road easement per Standard No. 105A, and Offset Cul-De-Sac at the west end per Standard No. 800A, Ordinance No. 461.11.

or as approved by the Director of Transportation.

080 - Survey. 4 RCTD-USE-Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments, tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 4 RCTD-USE-Survey Monumentation (cont.) Not Satisfied

monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

080 - Survey. 5 Right-of-Way Dedication Not Satisfied

Sufficient public street right-of-way along Tyler Street on the project side, from 64th Avenue to 62nd Avenue shall be conveyed for public use to provide for a 50-FT half-width right-of-way per Standard No. 94, Ordinance No. 461.11.

Sufficient public street right-of-way along Tyler Street on the project side at the intersection of proposed Street G, P, W, AF and existing 64th Avenue shall be conveyed for public use to provide for a 62-FT half-width right-of-way per Standard No. 94, page 2 of 2, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private ENTRY Street P on the project side shall be conveyed for private use to provide for a 71-FT full-width right-of-way per modified Standard No. 806, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private ENTRY Street W, on the project side shall be conveyed for private use to provide for a 81-FT full-width right-of-way per modified Standard No. 806, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street M from street O to V on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11. Sufficient reserve lot along the proposed Private Street M south of street V on the project side shall be conveyed for private use to provide for a 33-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street P from Street O to Street M on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street O from Street P to Street M on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11. Sufficient reserve lot along the proposed Private Street O from Street AE to Street W on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street V from Street T to Street M on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 5 Right-of-Way Dedication (cont.) Not Satisfied

Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street T, on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street W, on the project side shall be conveyed for private use to provide for a 62-FT to 95-FT vary full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street Y, from Street O to Street Z on the project side shall be conveyed for private use to provide for a 33-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street Z south of street Y on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11. Sufficient reserve lot along the proposed Private Street Z north of street Y on the project side shall be conveyed for private use to provide for a 33-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street AB, AC, AD, & AE, on the project side shall be conveyed for private use to provide for a 37-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot along the proposed Private Street AA on the project side shall be conveyed for private use to provide for a 33-FT full-width right-of-way per Modified Standard No. 106, Section B, Ordinance No. 461.11.

Sufficient reserve lot 319 along the proposed Emergency Access Road on the project side from Street AE to Street AF shall be conveyed for an emergency use to provide for a 30-FT full-width easement per the tentative map exhibit.

Sufficient reserve lot along the proposed Private Street AF on the project side shall be conveyed for private use to provide for a 60-FT full-width right-of-way per Standard No. 105A, and Offset Cul-De-Sac right-of-way at the west end per Standard No. 800A, Ordinance No. 461.11.

or as approved by the Director of Transportation.

080 - Survey. 6 Survey Monumentation Not Satisfied

It shall be the responsibility of the licensed professional legally authorized to practice land surveying work to install street centerline monuments as required by Riverside County Ordinance No. 461.11. If construction centerline differs, provide a tie to existing centerline of right-of-way. Prior to any construction, survey monuments including centerline monuments,

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 6 Survey Monumentation (cont.) Not Satisfied

tie points, property corners and benchmarks shall be tied out and a pre-construction corner record or record of survey filed with the County Surveyor pursuant to Section 8771 of the Business & Professional Code.

In accordance with 6730.2 and 8771 (b) of the Business & Professional Code, survey monuments shall be preserved, and a permanent monument shall be reset at the surface of the new construction. Survey monuments destroyed during construction shall be tied out and reset, and a post-construction corner record filed for those points prior to completion and acceptance of the improvements. All existing survey monumentation in the proposed area of disturbance (on-site or off-site) shall be shown on the project plans.

Transportation

080 - Transportation. 1 080 - Transportation - Landscape Common Area CCRs Not Satisfied

Landscape Common Area CCRs

The developer/ permit holder shall:
Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

1) Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Transportation Department, Landscape Section shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Transportation Department, Landscape Section.

080 - Transportation. 2 080 - Transportation - Landscape Inspection Deposit Red Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 080 - Transportation - Landscape Inspection Deposit Rec Not Satisfied
have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the (stamped) approved grading plans; and,
4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;
4) The use of canopy trees (24 inch box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan;

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 080 - Transportation - Landscape Plot Plan/Permit Requi Not Satisfied

and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:
a. Landscape screening shall be designed to ensure full, opaque, coverage up to a minimum height of (25) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
b. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
c. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
d. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
e. Project shall prepare water use calculations as outlined in Ord 859.3.
f. Trees shall be hydrozoned separately.
g. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
h. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.
i. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
j. Project shall use County standard details for which the application is available in County

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 080 - Transportation - Landscape Project Specific Requir Not Satisfied

Standard Detail Format regardless of maintenance responsibility.
k. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
l. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
m. Plant species shall meet ALUC requirements, if applicable.
n. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
o. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
p. Project shall use (100) Percent point source irrigation type for shrubs/groundcover/vines regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
q. Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.
r. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.
s. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
t. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
u. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 5 Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.

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080 - Transportation. 5 Annexation into a Maintenance District (cont.) Not Satisfied

(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 6 Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

080 - Transportation. 7 Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

080 - Transportation. 8 Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the

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080 - Transportation. 8 Lighting Plan (cont.) Not Satisfied

Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 9 RCTD-USE-Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:
(1) Landscaping.
(2) Streetlights.
(3) Graffiti abatement of walls and other permanent structure(s).
(4) Street sweeping.
(5) Traffic signal(s).
(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:
(1) Completed Transportation Department application.
(2) Appropriate fees for annexation.
(3) Two (2) sets of street lighting plans approved by Transportation Department.
(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 10 RCTD-USE-Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer’s certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department,

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080 - Transportation. 10 RCTD-USE-Approved Maintenance Exhibit (ME) (cont.) Not Satisfied
three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

080 - Transportation. 11 RCTD-USE-Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

080 - Transportation. 12 RCTD-USE-Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 13 RCTD-USE-Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance

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080 - Transportation. 13 RCTD-USE-Road Improvements (Plan) (cont.) Not Satisfied
with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH ENTRY STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street P shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

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080 - Transportation. 13 RCTD-USE-Road Improvements (Plan) (cont.) Not Satisfied

FULL-WIDTH STREET T, Z, AB, AC, AD & AE FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street T, Z, AB, AC, AD & AE shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.
NOTE
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREET O FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street O, from Street M to Street P and from Street AE to Street W shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, from Street O to Street V shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street P, from Street O to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET V FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street V, from Street T to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

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080 - Transportation. 13 RCTD-USE-Road Improvements (Plan) (cont.) Not Satisfied

FULL-WIDTH STREET M, Z & AA FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, Z & AA shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access within Lot 319 from Street AE to Street AF shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 30-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

080 - Transportation. 14 RCTD-USE-TS/DESIGN Not Satisfied

Phase 1A:
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Harrison Street (NS) at 62nd Avenue (EW)

Phase 1B:

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:
Tyler Street (NS) at 62nd Avenue (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 15 RCTD-USE-TS/Fair Share Not Satisfied

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

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080 - Transportation. 15 RCTD-USE-TS/Fair Share (cont.) Not Satisfied

Harrison Street (NS) at Middleton Street (EW):

The traffic study has determined the project's fair share of the deficiency is 1.6 % (1.2+0.4). The project shall pay its fair share towards the future construction of:
- Traffic Signal

SR-86 (NS) at 62nd Avenue (EW):

The traffic study has determined the project's fair share of the deficiency is 6.6% (5+1.6). The project shall pay its fair share towards the future construction of:
- Provide overlap phasing for the westbound right turn

or as approved by the Transportation Department.

Note: There are multiple individual projects within each phase. The fair share condition may be satisfied by the first individual project moving forward within the phase. Alternatively, additional traffic analysis may be provided to determine the responsibility of each project.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 16 RCTD-USE-TS/Geometrics Not Satisfied

Phase 1A

The intersection of Harrison Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one right-turn lane (300 feet storage) with overlap phasing
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one shared through-right lane
Westbound: one left-turn lane (300 feet storage), one shared through-right lane

The intersection of SR-86 (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one right-turn lane
Southbound: one left-turn lane, two through lanes, one right-turn lane
Eastbound: one left-turn lane, one shared through-right lane (modify signal to provide protected phasing)
Westbound: one left-turn lane, one through lane, one right-turn lane (modify signal to provide protected phasing)

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080 - Transportation. 16 RCTD-USE-TS/Geometrics (cont.) Not Satisfied

The intersection of Harrison Street (NS) at Project Access 1 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane, one right-turn lane (100 feet storage) (raised median to restrict left turns)
Southbound: one left-turn lane (300 feet storage), one through lane
Westbound: one right-turn only lane (raised median on Harrison Street to restrict left turns) (stop-control)

The intersection of 62nd Avenue (EW) at Project Access 3 (NS) shall be improved to provide the following geometrics:

Northbound: shared left-right lane (stop control)
Eastbound: one through lane, one right-turn lane (300 feet storage)
Westbound: one left-turn lane (150 feet storage), one through lane

The intersection of Tyler Street (NS) at Project Access 4 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 5 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

The intersection of Tyler Street (NS) at Project Access 6 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (150 feet storage), one through lane
Southbound: one right-turn lane (100 feet storage), one through lane
Eastbound: one share left-right lane (stop control)

Phase 1B:

The intersection of Tyler Street (NS) at 62nd Avenue (EW) (signalized) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (200 feet storage), one shared through-right lane
Southbound: one left-turn lane, one shared through-right lane
Eastbound: one left-turn lane (150 feet storage), one through lane, one right-turn lane (150 feet storage)
Westbound: one left-turn lane (250 feet storage), one shared through-right lane

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80. Prior To Building Permit Issuance

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080 - Transportation. 16 RCTD-USE-TS/Geometrics (cont.) Not Satisfied
or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 17 RCTD-USE-Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved .
_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

080 - Transportation. 18 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 19 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 20 Road Improvements (Plan) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.
NOTE, Tyler Street at the intersection of proposed Street G, P, W, AF and existing 64th

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080 - Transportation. 20 Road Improvements (Plan) (cont.) Not Satisfied

Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.
NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH ENTRY STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street P shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.
NOTE
-Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
-Install raised median per the modified County Standard No 113.
-Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.
NOTE
-Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
-Install raised median per the modified County Standard No 113.
-Install concrete sidewalk per the County Standard No 401.

Plan: PPT240016 Parcel: 751020002

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 20 Road Improvements (Plan) (cont.) Not Satisfied

FULL-WIDTH STREET T, Z, AB, AC, AD & AE FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street T, Z, AB, AC, AD & AE shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.
NOTE
-Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
-Install raised median per the modified County Standard No 113.

FULL-WIDTH STREET O FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street O, from Street M to Street P and from Street AE to Street W shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, from Street O to Street V shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street P, from Street O to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET V FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street V, from Street T to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W'

Plan: PPT240016 Parcel: 751020002

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 20 Road Improvements (Plan) (cont.) Not Satisfied

curb per County Standard No 202A.

FULL-WIDTH STREET M, Z & AA FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, Z & AA shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access within Lot 319 from Street AE to Street AF shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 30-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

080 - Transportation. 21 Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.
_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

Waste Resources

080 - Waste Resources. 1 Waste Recycling Plan Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) – Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. A copy of Form B can be found at (https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for

Plan: PPT240016 Parcel: 751020002

80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 1 Waste Recycling Plan (cont.) Not Satisfied

further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

A six-inch-wide curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a “Wet Signed” copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a “Wet Signed” copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a “Wet Signed” copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Fire

090 - Fire. 1 Prior to final - adverse impact mitigation Not Satisfied

The applicant or developer must purchase or provide additional funds towards the purchase of a new fire aerial apparatus. The aerial apparatus or funds shall be provided prior to issuance of the certificate of occupancy of any structure anywhere within the specific plan that meets fire department needs for an aerial apparatus. This condition can only be satisfied by the Transportation and Land Management Agency (TLMA) and/or the Riverside County Fire Department or their representatives.

Planning-EPD

090 - Planning-EPD. 1 Inspection of lighting being shielded Not Satisfied

90 series Condition to inspect lighting being shielded
Prior to building final inspection EPD staff must verify that all lighting has been installed as presented in the EPD approved lighting plan. EPD staff will ensure that lighting is directed away from surrounding open space and agricultural areas, is cast downward and is fully

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Planning-EPD

090 - Planning-EPD. 1 Inspection of lighting being shielded (cont.) Not Satisfied
shielded.

Transportation

090 - Transportation. 1 090 - Transportation - Landscape Inspection and Drought Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 3 RCTD-USE-Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 4 RCTD-USE-Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD-USE-Regional Transportation Fees (cont.) Not Satisfied

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 673.

090 - Transportation. 5 RCTD-USE-Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

[PART-WIDTH]

62nd Avenue between Harrison Street and Tyler Street is a paved County maintained road designated as an Expressway, and shall be widened with AC pavement to 6 in curb and gutter to be located 73-81 ft from centerline, with a part-width pavement section extending an additional 27 ft beyond centerline in accordance with County Standard No. 82 within a 148 ft part-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, an 8 ft sidewalk constructed 7 ft from curb line, and a 26 ft landscaped median at centerline shall be provided.

Tyler Street between 62nd Avenue and Street AF is a paved County maintained road designated as a Secondary Highway, and shall be widened with AC pavement to 6 in curb and gutter to be located 32 ft from centerline, with a part-width pavement section extending an additional 12 ft beyond centerline in accordance with County Standard No. 94 within a 80 ft part-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 5 ft sidewalk constructed 9 ft from curb line shall be provided.

[FULL-WIDTH]
Street "AF" shall be improved with 40 ft full-width of AC pavement, within a 60 ft full width dedicated right-of-way, 6 in curb and gutter, 6 FT meandering sidewalk to meet Modified County Standard No. 106.

Street "W" shall be improved with 61 ft full-width of AC pavement, within a 81 ft full width dedicated right-of-way, wedge curb and gutter, 5 ft sidewalk constructed 5 ft from curb line, and a 12 ft landscaped median at centerline to meet the Modified County Standard No. 106.

Street "P" shall be improved with 61 ft full-width of AC pavement, within a 71 ft full width dedicated right-of-way, wedge curb and gutter, 5 ft sidewalk constructed adjacent to the curb line, and a 12 ft landscaped median at centerline to meet the Modified County Standard No. 106.
Street "AA", Street "AB", Street "AC", Street "AD", Street "AE", portions of Street "M", Street "O", Street "T", portions of Street "Z" shall be improved with 37 ft full-width of AC pavement, within a 37 ft full width dedicated right-of-way, wedge curb and gutter to meet the Modified County Standard No. 106.

Portions of Street "M", portions of Street "Z" shall be improved with 33 ft full-width of AC pavement, within a 33 ft full width dedicated right-of-way, wedge curb and gutter to meet the Modified County Standard No. 106.

The project shall provide primary and secondary access to connect to Street "W" and Street "P". The primary and secondary access route shall be improved with a minimum of 33 ft

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 RCTD-USE-Road Improvements (Installation) (cont.) Not Satisfied

full-width of AC pavement, within a 33 ft full width dedicated right-of-way, wedge curb and gutter to meet the Modified County Standard No. 106.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 6 RCTD-USE-Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 7 RCTD-USE-Utility Installation Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 8 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department’s Business Storm Water Compliance Program Section.

090 - Transportation. 9 Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No 673.

090 - Transportation. 10 Road Improvements (Installation) Not Satisfied

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 10 Road Improvements (Installation) (cont.) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED TYLER STREET
Tyler Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located 32-FT from centerline, 18-FT parkway within a 50-FT half-width dedicated right-of-way, with a part-width pavement section extending an additional 20-FT, 8-FT graded dirt shoulder within existing 30-FT half-width right-of-way beyond centerline in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, 5 FT sidewalk constructed 9-FT from curb line per Standard No. 401 shall be provided.

NOTE: Tyler Street at the intersection of proposed Streets G, P, W, AF and existing 64th Avenue shall be widened with AC Pavement to install 6 in curb and gutter to be located 44-FT from centerline, 18-FT parkway within a 62-FT half-width dedicated right-of-way in accordance with County Standard No. 94, page 2 of 2, Ordinance No. 461.11.

INTERIM INTERSECTION OF 62ND AVENUE & TYLER STREET
The offset between the proposed ultimate improvement on the project and existing street improvement are extreme. It is determined that an interim improvement at the intersection shall be provided within the ultimate right of way.

NOTE:
1. Follow the interim geometric from the traffic study findings and TS Geometrics condition of approval.
2. Provide an interim traffic signal, striping and signs.
3. Provide an interim pavement, curb & gutter and curb return with curb ramp and concrete transition from onsite trail to concrete return.
4. The extension of the interim improvement on the project side shall be 50-FT from the return BCR or ECR then 100-FT transition length back to the ultimate improvements.
5.The extension of the interim improvement north and east the intersection shall be determined by the pavement and striping transition per 60 mph design speed.
6. Coordinate with the property owner at the southeast corner of the intersection for a right of way corner cut per Standard 805 to allow for the interim improvement.
7. Pay CASH IN LIEU of the ultimate improvement minus the cost of the interim improvements.

FULL-WIDTH ENTRY STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street P shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5.5 FT sidewalk curb adjacent within 5.5-FT parkway within a 71-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 5-FT, widen the pavement to 24-FT, 5.5-FT sidewalk placement on the south parkway, widen the raised median to 12-FT and reduced the right-of-way width to 71-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 10 Road Improvements (Installation) (cont.) Not Satisfied

3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH ENTRY STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Entry Street W shall be improved with 12-FT wide of raised median on the centerline with 8-in barrier curb, 24-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, 5 FT sidewalk at right-of-way adjacent within 10.5-FT parkway within 81-FT full-width dedicated right-of-way in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to reduced parkway to 10.5-FT, widen pavement to 24-FT, 5-FT sidewalk placement to be right-of-way adjacent, widen the raised median to 12-FT and widen the right-of-way width to 81-FT.

NOTE:
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.
3. Install concrete sidewalk per the County Standard No 401.

FULL-WIDTH STREET T, Z, AB, AC, AD & AE FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street T, Z, AB, AC, AD & AE shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET W FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street W shall be improved with raised median vary width from 13-FT to 46-FT on the centerline with 8-in barrier curb, 22-FT full-width of AC pavement on both sides of the raised median, wedge curb and gutter, within full-width dedicated right-of-way vary from 62-FT to 95-FT in accordance with the modified County Standard No. 806, Ordinance No. 461.11. Modify Standard No 806 to widen pavement to 22-FT, no sidewalk, no parkway, widen the raised median to vary width from 13-FT to 45-FT and widen the right-of-way to vary width from 62-FT to 95-FT.
NOTE
1. Install wedge curb & gutter, type 'W' curb per County Standard No 202A.
2. Install raised median per the modified County Standard No 113.

FULL-WIDTH STREET O FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street O, from Street M to Street P and from Street AE to Street W shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET M FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, from Street O to Street V shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W'

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 10 Road Improvements (Installation) (cont.) Not Satisfied

curb per County Standard No 202A.

FULL-WIDTH STREET P FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street P, from Street O to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET V FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street V, from Street T to Street M shall be improved with 32-FT full-width of AC pavement, wedge curb & gutter within a 37-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 37-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

FULL-WIDTH STREET M, Z & AA FOR PRIVATE USE & PRIVATELY MAINTAINED
Proposed Street M, Z & AA shall be improved with 28-FT full-width of AC pavement, wedge curb & gutter within a 33-FT full-width dedicated right-of-way in accordance with Modified County Standard No. 106, Section B. Modify Standard 106, Section B with no parkway and reduced right-of-way to 33-FT. In addition, install wedge curb & gutter, type 'W' curb per County Standard No 202A.

EMERGENCY VEHICLE ACCESS
Proposed Emergency vehicle access within Lot 319 from Street AE to Street AF shall be improved with 22-FT full-width of AC pavement, 12 in mow curb to be flushed with the edge of AC pavement, within a 30-FT full-width access easement per the tentative map exhibit.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved tentative map unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 11 Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 12 Utility Installation Not Satisfied

Plan: PPT240016 Parcel: 751020002

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 12 Utility Installation (cont.) Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

Waste Resources

090 - Waste Resources. 1 Waste Reporting Form and Receipts Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT

Agenda Item No.
3.3
(ID # 27623)
MEETING DATE:
Wednesday, October 22, 2025

SUBJECT: SPECIFIC PLAN NO. 401, GENERAL PLAN AMENDMENT NO. 230001, CHANGE OF ZONE NO. 2300003, TENTATIVE TRACT MAP NO. 38578, PLOT PLAN NO. 240016, PLOT PLAN NO. 230005, PLOT PLAN NO. 230006–Intent to Certify an EIR–Applicant: Thermal Ranch, LLC–Representative: MSA Consulting–Fourth District–Eastern Coachella Valley Area Plan: Agriculture (AG)–Zoning: Heavy Agriculture, 10 acre minimum (A-2-10), Controlled Development Areas (W-2)–Location: east of Harrison, south of 62nd, west of Tyler, north of 64th – 619.1 acres – REQUEST: The Specific Plan is a proposal for a development program on 619.1 acres that consists of an Equestrian Center, Very Low Density Residential, Medium High Density Residential, High Density Residential, Commercial Tourist, and Commercial Retail. The General Plan Amendment is a proposal to establish the Specific Plan and modify the land use designations of the General Plan to match those as proposed by the Specific Plan. The Change of Zone is a proposal to rezone the properties from A-2-10 and W-2 to Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan. The Tentative Tract Map is a subdivision of the 619.1 acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential, 161 lots for small lot detached single-family, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation. Plot Plan No. 240016 is a development plan for the 191 attached condominium units. Plot Plan No. 230005 is for Horse Park Workforce Housing on 41.3 acres that includes 500 units and an RV park with 300 RV parking stalls. Plot Plan No. 230006 is for the equestrian center on 223.2 acres. APNs 751-020-002, 751-020-003, 751-020-006, 751-020-007, 751-020-010 – Project Planner : Russell Brady at 951-955-3025, or email at rbrady@rivco.org.

PROPOSED PROJECT	
Case Number(s):	SP00401, GPA230001, CZ2300003, TTM38578, PPT230005, PPT230006, PPT240016
Environmental Type:	Environmental Impact Report
Area Plan No.	Eastern Coachella Valley
Zoning Area/District:	Lower Coachella Valley District
Supervisorial District:	Fourth District
Project Planner:	Russell Brady
Project APN(s):	751-020-002, 751-020-003, 751-020-006, 751-020-007, 751-020-

010
Continued From:

PROJECT DESCRIPTION AND LOCATION

Specific Plan No. 401 is a proposal for a development program on a 619.1 acre area that consists of 223.1 acres for Equestrian Center, 194.3 acres of Very Low Density Residential, 69.5 acres of Medium High Density Residential, 18.3 acres of Highest Density Residential, 77.2 acres of Commercial Tourist, and 21.4 acres of Commercial Retail. Overall the Specific Plan proposes a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 sq. ft. of commercial building area. The Specific Plan is oriented around an equestrian center with supporting and ancillary residential and commercial uses.

General Plan Amendment No. 230001 is a proposal to establish the Specific Plan within the General Plan and modify the land use designations of the General Plan to match those as proposed by the Specific Plan (SP00401) which are Commercial Tourist (CT), Very Low Density Residential (VLDR), Medium High Density Residential (MHDR), Highest Density Residential (HHDR), and Commercial Retail (CR).

Change of Zone No. 2300003 is a proposal to rezone the properties involved from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan.

Tentative Tract Map No. 38578 is a proposal for a Schedule A subdivision to subdivide the entire 619.1 gross acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 110 lots for large lot single-family residential with a minimum lot size of 20,000 square feet, 161 lots for detached single-family with a minimum lot size of 5,000 square feet, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation.

Plot Plan No. 240016 is a proposal for the development plan for the 191 attached condominium units.

Plot Plan No. 230005 is a proposal for Horse Park Workforce Housing on 41.3 acres that includes 500 units and an RV park with 300 RV parking stalls.

Plot Plan No. 230006 is a proposal for the equestrian center on 223.2 acres that includes a total of 615,689 sq. ft. of building area that includes the Grand VIP Barn, 16 Private Barn buildings, 21 Large Barn buildings, 2 Retail buildings, 5 Retail Barn buildings, and 1 Office building. Non-building areas include grass field, riding, and holding areas for horses.

The description as included above and as further detailed in the EIR constitutes the “Project” or “project” as further referenced in this staff report.

The Project is located east of Harrison Street, south of 62nd Avenue, west of Tyler Street, north of 64th Avenue.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

ADOPT PLANNING COMMISSION RESOLUTION NO. 2025-006 recommending adoption of General Plan Amendment No. 230001 and Specific Plan No. 401 to the Board of Supervisors.

THAT THE PLANNING COMMISSION RECOMMENDS THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

ADOPT a Resolution CERTIFYING the ENVIRONMENTAL IMPACT REPORT (EIR), adopting environmental findings pursuant to the California Environmental Quality Act, and adopting a Mitigation Monitoring and Reporting Program; and

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 230001, which establishes the Specific Plan within the General Plan and modify the land use designations of the General Plan to match those as proposed by the Specific Plan (SP00401) which are Commercial Tourist (CT), Very Low Density Residential (VLDR), Medium High Density Residential (MHDR), Highest Density Residential (HDR), and Commercial Retail (CR), updates Figure 3 of the Eastern Coachella Valley Area Plan and other related tables and figures to reflect the Specific Plan No. 401 and its land use designations, in accordance with Exhibit 6, based on the findings and conclusions incorporated in this staff report, and pending final adoption of the General Plan Cycle Resolution by the Board of Supervisors; and

TENTATIVELY APPROVE SPECIFIC PLAN NO. 401 to establish a Specific Plan with a land use plan and specific plan text for subject project site, subject to the attached advisory notification document and conditions of approval, and based on the findings and conclusions incorporated in this staff report, and pending final adoption of the General Plan Cycle Resolution for GPA No. 230001 and SP No. 401 by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 2300003 to rezone the properties involved from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan, create the zoning ordinance of the Specific Plan, and define the Planning Area boundaries of the Specific Plan, based upon the findings and conclusions provided in this staff

report, and pending final adoption of the General Plan Cycle Resolution for GPA No. 230001 and SP No. 401 and zoning ordinance for Change of Zone No. 2300003 by the Board of Supervisors; and

TENTATIVELY APPROVE TENTATIVE TRACT MAP NO. 38578, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report, pending the Board of Supervisors' final adoption of the General Plan Cycle Resolutions for GPA No. 230001 and SP No. 401, and the zoning ordinance for Change of Zone No. 2300003; and

TENTATIVELY APPROVE PLOT PLAN NO. 240016, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report, pending the Board of Supervisors' final adoption of the resolutions for the General Plan Cycle Resolution for GPA No. 230001 and SP No. 401, and the zoning ordinance for Change of Zone No. 2300003; and,

TENTATIVELY APPROVE PLOT PLAN NO. 230005, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report, pending the Board of Supervisors' final adoption of the General Plan Cycle Resolution for GPA No. 230001 and SP No. 401 and the zoning ordinance for Change of Zone No. 2300003; and,

TENTATIVELY APPROVE PLOT PLAN NO. 230006, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report, pending the Board of Supervisors' final adoption of the General Plan Cycle Resolution for GPA No. 230001 and SP No. 401, and the zoning ordinance for Change of Zone No. 2300003.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	N/A
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Agriculture (AG)
Proposed General Plan Foundation Component:	Community Development (CD)
Existing General Plan Land Use Designation:	Agriculture (AG)
Proposed General Plan Land Use Designation:	Commercial Tourist (CT), Very Low Density Residential (VLDR), Medium High Density

	Residential (MHDR), Highest Density Residential (HDR), Commercial Retail (CR)
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Agriculture (AG), Medium Density Residential (MDR)
East:	Medium High Density Residential (MHDR), Very High Density Residential (VHDR), Open Space – Conservation (OS-C)
South:	Indian Lands (IND)
West:	Agriculture (AG), Medium Density Residential (MDR)
Existing Zoning Classification:	Heavy Agriculture, ten-acre minimum (A-2-10), Controlled Development Areas (W-2)
Proposed Zoning Classification:	Specific Plan (SP)
Surrounding Zoning Classifications	
North:	Specific Plan (SP 303), Controlled Development Areas (W-2)
East:	Specific Plan (SP 303), Heavy Agriculture, ten-acre minimum (A-2-10)
South:	Controlled Development Areas (W-2), Light Agriculture, ten-acre minimum (A-1-10)
West:	Controlled Development Areas (W-2), One-Family Dwellings, one-acre minimum (R-1-1), Open Area Combining Zone-Residential Developments (R-5), Planned Residential (R-4)
Existing Use:	Agricultural
Surrounding Uses	
North:	Agricultural
East:	Agricultural, Single-family residential
South:	Vacant land
West:	Agricultural, Vacant land

Project Details:

Item	***Value***	***Min./Max. Development Standard***

Item	*Value*	*Min./Max. Development Standard*
SP Project Site (Acres):	619.1	N/A
SP Proposed Non-Residential Building Area (SQFT):	285,000	N/A
Proposed Minimum Lot Size:	5,000 square feet (single-family lots), 2,000 square feet (multi-family)	5,000 square feet and 2,000 square feet per proposed Specific Plan zoning ordinance
SP Total Proposed Number of Dwelling Units:	1,362 (including 340 maximum RV Park spaces)	1,362 per proposed Specific Plan
Map Schedule:	A	

Equestrian Facility Parking:

Type of Parking	*Use Factor*	*Parking Ratio*	*Spaces Required*	*Spaces Provided*
Daily Visitor	8,100 daily visitor	0.18 per daily visitor	1,371	1,620
Trailer/RV Parking	2,700 horse stalls	0.14 per horse stall	378	378
TOTAL:				**1,998**

Located Within:

City's Sphere of Influence:	No
County Service Area ("CSA"):	Yes – Thermal 125
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes - High
Subsidence Area:	Yes – Active
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No

Stephens Kangaroo Rat ("SKR") Fee Area:	No
Airport Influence Area ("AIA"):	Yes – Jacqueline Cochran – Zones D and E

PROJECT LOCATION MAP

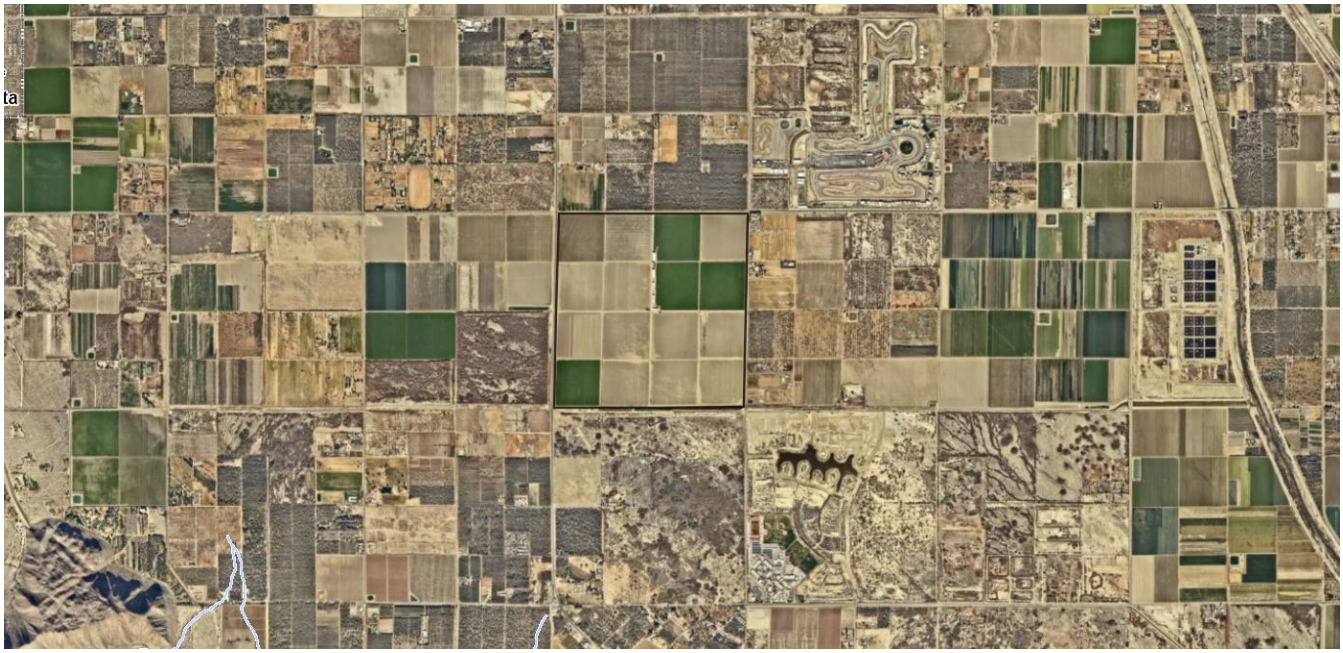


Figure 1: Project Vicinity



Figure 2: Project Location

PROJECT BACKGROUND AND ANALYSIS

Background:

Specific Plan No. 401 was submitted to the County of Riverside on September 30, 2022. Plot Plan Nos. 230005 and 230006 were submitted to the County of Riverside on March 6, 2023. General Plan Amendment No. 230001, Change of Zone No. 2300003, and Tentative Tract Map No. 38578 were submitted to the County of Riverside on March 8, 2023. Plot Plan No. 240016 was submitted to the County of Riverside on April 12, 2024.

The project site includes existing agricultural uses that also predominantly exist in the surrounding area. Equestrian uses and scattered residential uses exist in the surrounding area generally, with the Thermal Motorsports Club use to the northeast of the project site. Three schools (Mirage High School, Toro Canyon Middle School, Las Palmitas Elementary School) are all located nearby. Torres-Martinez Tribe land is located immediately to the south or the project site.

Proposed Specific Plan

The proposed Specific Plan is primarily oriented around a large equestrian facility with ancillary residential and commercial development. The Specific Plan totals approximately 619 acres,

would allow for up to 1,362 dwelling units, 85,000 square feet of building area within the equestrian facility, and 200,000 square feet of building area within the other commercial areas. One of the primary intents of the Specific Plan is to provide residential uses near the equestrian facility that users and employees of the facility would live in as well as providing for commercial uses that serve daily residents and also potential tourist oriented uses.

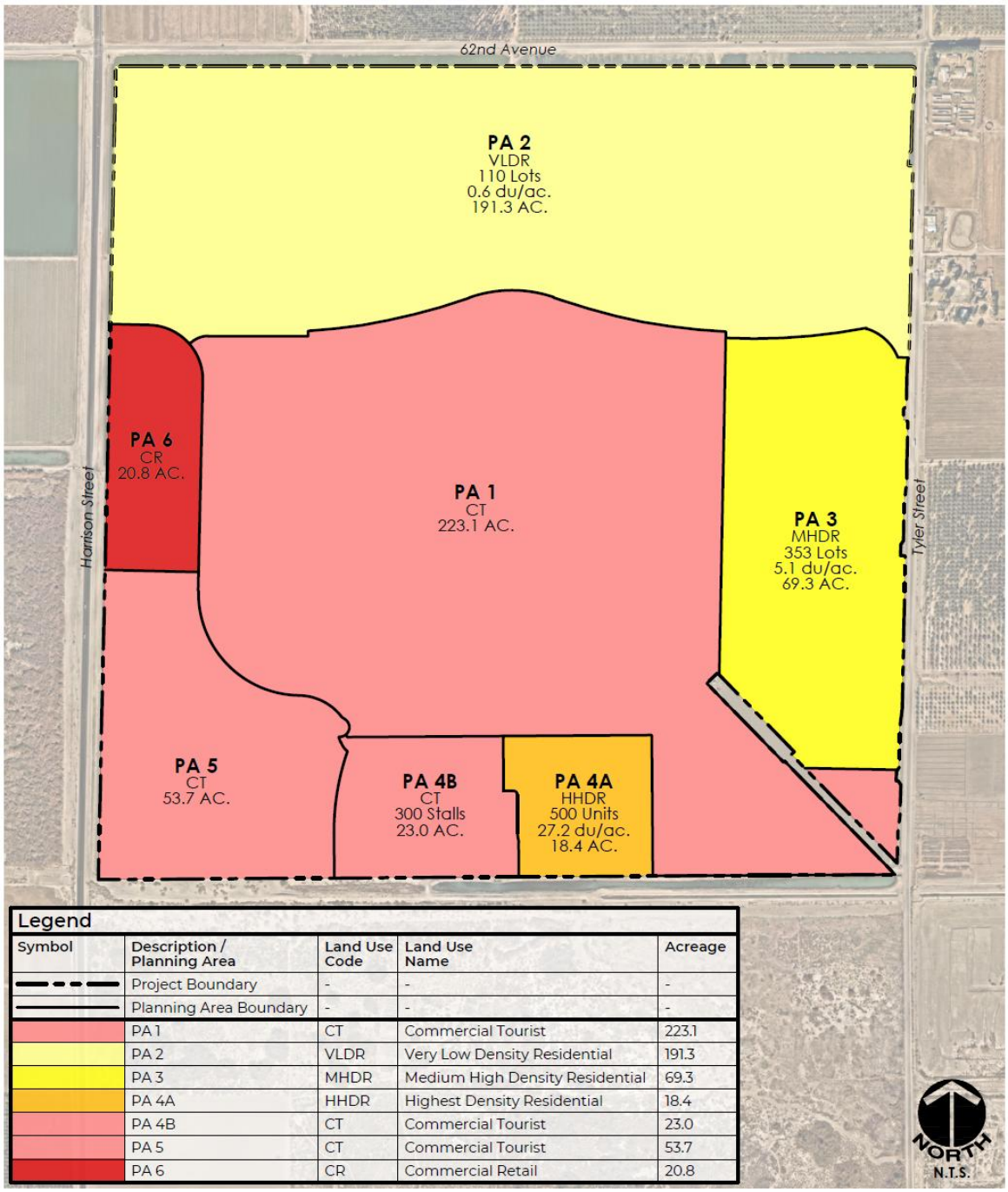
Figure 3: Proposed Specific Plan Land Use Table

Planning Area	Land Use	Acres	Residential DUs	RV Spaces	Commercial Sq. Ft.	Hotel Keys
PA1	Commercial Tourist	223.1			85,000	
PA2	Very Low Density Residential	191.3	132			
PA3	Medium High Density Residential	69.3	390 [2]			
PA4a	Highest Density Residential	18.4	500			
PA4b	Commercial Tourist	23.0		320		
PA5	Commercial Tourist	53.7	340		50,000	150
PA6	Commercial Retail	20.8			150,000	
	Perimeter ROW	16.8				
TOTALS		**619.1**	**1,162-1,362**	**320**	**285,000**	**150**

Notes:

1. *Unless otherwise noted, columns 4-7 represent development maximums. Each Planning Area may be developed at or below these numbers.*
2. *Residential development in PA 3 must be no less than 5 du/ac (356 units), consistent with ALUC density criteria for Zone D.*
3. *Up to 10% of development maximums may be transferred between Planning Areas, so long as Specific Plan totals are not exceeded.*

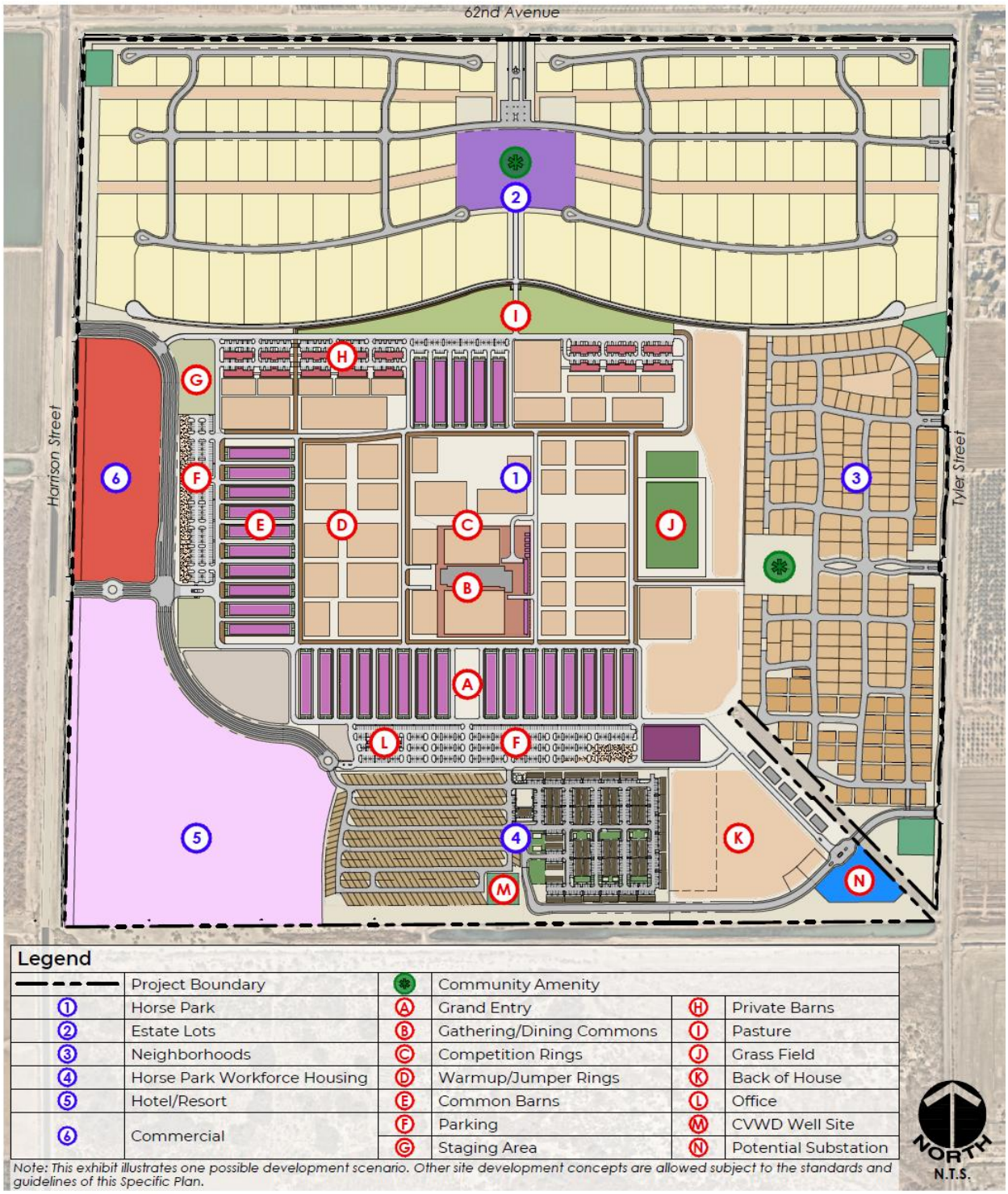
Figure 4: Proposed Specific Plan Land Use Plan



Legend

Symbol	Description / Planning Area	Land Use Code	Land Use Name	Acreage
	Project Boundary	-	-	-
	Planning Area Boundary	-	-	-
	PA 1	CT	Commercial Tourist	223.1
	PA 2	VLDR	Very Low Density Residential	191.3
	PA 3	MHDR	Medium High Density Residential	69.3
	PA 4A	HHDR	Highest Density Residential	18.4
	PA 4B	CT	Commercial Tourist	23.0
	PA 5	CT	Commercial Tourist	53.7
	PA 6	CR	Commercial Retail	20.8

Figure 5: Conceptual Development Plan



Equestrian Facility

The main equestrian facility, known as the Desert International Horse Park, would be relocated from its existing nearby location and encompass approximately 223 acres of the overall Specific Plan area. Much of this area would include over 2.5 million square feet of riding space across 19 competition rings, stables for up to 2,800 horses, riding paths, pastures, and showfields.

Events at the equestrian facility would be oriented to the competition season that generally occurs from October through March. Live music is planned to be included for certain equestrian events in the central area of the equestrian center and is ancillary and part of the equestrian event and not a standalone use. No other non-equestrian events like weddings are proposed for the equestrian facility. It is estimated at maximum that up to 8,100 people a day will visit the facility with approximately 40% that equates to 3,240 people on the site at a given time based on equestrian event programming. The facility is anticipated to primarily operate during the day, but at nighttime, some areas will include lighting for evening riding classes that would conclude by 10 p.m. Each riding arena will include an amplified public address system that would be limited to 75 dB typically so not only will it not affect surrounding properties but also so announcing and directions are not confused between different riding areas onsite.

An estimated maximum of 300 employees would work each horse show event. Most employees will be seasonal due to the seasonal nature of the events, but approximately 20 to 30 employees will be year-round for maintenance of the facility during the non-competition season.

The facility includes 47 barns for keeping of horses and supplies and a veterinary clinic. Located at the center of the facility is the Grand Prix Barn and Plaza that includes retail and dining services for event attendees. A number of other buildings and outdoor service areas help support the regular operation of the facility including administration, deliveries, storage, and disposal operations.

As a unique type of use with events, the standard required parking rates pursuant to Ordinance No. 348 Section 18.12 don't directly relate to the equestrian facility. The traffic study prepared for the project included an analysis of parking demand for the equestrian facility. This analysis utilized the existing Desert International Horse Park facility for evaluation of peak events there to determine the appropriate amount of parking required for the new equestrian facility. The analysis determined that a rate of 0.18 per daily guest is appropriate to provide adequate parking, which has been incorporated into the development standards for the subject Planning Area 1 in the Specific Plan Zoning Ordinance. Based on the maximum 8,100 daily guests proposed, this would result in 1,371 parking spaces being required for the facility. The Plot Plan provides 1,372 parking spaces with standard asphalt paved parking (including accessible and

electric vehicle parking) and 248 parking spaces within a decomposed granite paved overflow parking area for a total of 1,620 parking spaces, which far exceeds the parking requirements.

In addition to regular vehicle spaces, the horse park use also requires trailer and RV spaces to accommodate for the storage of such vehicles that are used for transporting horses. The parking analysis determined that a rate of 0.14 trailer or RV spaces should be provided for each horse stall. Based on the 2,700 horse stalls proposed, this would require 378 trailer or RV spaces. The Plot Plan proposes 378 trailer and RV spaces. To note, these trailer and RV parking spaces do not accommodate for direct overnight stays as overnight trailer or RV use would be via the RV Park component of the project.

Residential Uses

Other than the core equestrian facility, the majority of the Specific Plan accommodates for a variety of residential use types and densities across 4 Planning Areas for a total of 1,362 dwelling units. The first is in Planning Area 2 in the northern portion of the Specific Plan with 110 units of larger lot residential development with a minimum lot size of 20,000 square feet. Development here is more traditional large lot, semi-rural development consistent with typical desert design. A central amenity area proposed to include a community building and recreation amenities for residents in this area. On the east side of the Specific Plan within Planning Area 3 is more suburban type density residential with up to 353 units with a planned mix of standard residential lots with a minimum lot size of 5,000 square feet and also condominium attached townhome type residential units. This area also similarly has a central amenity area that is anticipated to include a community building and recreation amenities for residents in this area.

In the southern portion of the Specific Plan in Planning Area 4a is a higher density residential with up to 500 units. This Planning Area is proposed to include more affordably priced and efficient units intended for employees for the equestrian facility during the competition season (generally, from October to March) and then available to non-employees when outside of the competition season (generally, from April to September). Units here are anticipated to be modular housing to assist in providing housing that is more affordable. No specific household income affordability requirement is included for those units.

Also in the southern portion of the Specific Plan is Planning Area 4b that is for an RV Park type development with up to 300 spaces that is also intended to provide affordable housing options for employees that have trailers or RVs that would be used during competition season for those employees as well as for visitors of the facility that often travel in RVs and provide an area for them to reside temporarily around and during events to be onsite. During competition and non-competition season, the RV Park would be open to non-employees to use for short or long term lodging.

The concurrent Tentative Tract Map and Plot Plans include specific implementing development of these residential use Planning Areas.

Commercial Uses

Planning Area 5 (Commercial Tourist) and Planning Area 6 (Commercial Retail) are planned for future commercial uses to support and accommodate visitors to the equestrian facility and residents of the Specific Plan. No specific development is proposed at this time, but permitted and anticipated uses in Planning Area 5 include more hospitality type uses such as hotels, dining, and entertainment. Planning Area 6 would include more community oriented retail and services.

Substation

In coordination with Imperial Irrigation District (IID), based on general electrical infrastructure in the area, the project includes an area for 2.3 acre area in the southeast portion of the project for an anticipated substation to serve the proposed project and surrounding area. Permitting and development of this substation will be up to IID. The project EIR does incorporate the analysis of the impacts of the substation generally as part of the overall project EIR analysis.

Access/Road Improvements

Access would generally be provided for the Tentative Tract Map and overall development via Harrison Street, 62nd Avenue, and Tyler Street with improvements proposed for these roads and intersections based on the proposed phasing of the overall development that is incorporated into the conditions of approval for the Tentative Tract Map and Plot Plans. Road improvements would generally include project side half-width improvements to ultimate General Plan road design with improvements on the opposite side to maintain minimum required lanes to adequately serve traffic generated by the project along with transitions to connect to existing road improvements extending from the project site. Access and improvements are not proposed along the southern boundary due to an existing drainage channel along with overhead lines that constrain the ability to improve and access there. Improvements at the intersection of Harrison and 62nd would not be to ultimate due to constraints of existing CVWD infrastructure that impedes ultimate improvements. The project is required to pay cash in-lieu for ultimate intersection improvements due to this constraint. For the Tyler and 62nd intersection the improvements required for that intersection would require acquisition of right-of-way from the property owner on the east side of Tyler Street. The project has been designed and conditioned to complete the intersection as proposed; however, if the right-of-way is not able to be obtained

the project is conditioned that the project and intersection be redesigned, likely to bring more road improvements onto the project site.

Environmental Justice

The Project is located within a designated Environmental Justice Community. Evaluation of the project's compliance with the Environmental Justice policies were prepared and reviewed by County staff and was included as an appendix to the Draft EIR. The evaluation indicates that the proposed project is consistent with all applicable policies.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

An Environmental Impact Report (EIR) has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The EIR represents the independent judgement of Riverside County. The Draft Environmental Impact Report was circulated on November 18, 2024 with the comment period closed on January 10, 2025 (extended from the original January 2, 2025. Below is a summary of the significant and unavoidable impacts identified in the circulated Draft EIR:

Air Quality – Long Term Regional

The Project's long term operational emissions would exceed the SCAQMD regional thresholds for Carbon Monoxide (CO), Oxides of Nitrogen (NO_x) and Reactive Organic Gases (ROG).

Additionally, due to the proposed General Plan Amendment, the Project and its proposed land use designation is not consistent with the SCAQMD Air Quality Management Plan (AQMP) land use assumptions and resulting emission modeling that is based on current General Plan land use designations. Therefore, impacts related to AQMP consistency are determined to be potentially significant.

The EIR includes all feasible mitigation measures to reduce emissions and impacts from CO, NO_x, and ROG operation emissions, but emission levels remain above SCAQMD thresholds and are therefore significant.

Transportation - VMT

The Project would generate an increase in Vehicle Miles Traveled (VMT) of 31,389 compared to scenarios without the project based on a boundary method analysis.

Although the increase in VMT is primarily due to the lack of urban development in the nearby area, the analysis still results in an increase and therefore a potential significant impact. The project is designed with the intent of increasing efficiency in a mix of land uses that provides greater opportunities for employment within the project where a resident lives that assists in minimizing VMT as a means of mitigating VMT impacts as much as possible for a project of this type and scale. Other options oriented around transit are not as feasible due to the relative non-urbanized nature of the surrounding area that makes such service not currently a priority.

Six comments were received during the 45-day public review period. These comments were reviewed, and detailed responses to each comment were prepared and included in the Final EIR, which was posted on September 24, 2025 and with emailed notices to commenters sent on the same day.

For the reasons set forth above and in the Environmental Impact Report prepared for this Project, the proposed project will potentially have a significant effect on the environment related to Transportation. Mitigation Measures from the Environmental Impact Report have been incorporated as conditions of approval on the project.

Solar Energy:
Riverside County Climate Action Plan, as revised in 2019, includes Measure R2-CE1 which requires renewable energy generation by projects of a certain size. This measure requires the production of 20% of the energy demand for commercial, office, industrial of manufacturing uses totaling more than 100,000 square feet and production of 30% of the energy demand for residential development with 75 or more units. This measure has been applied to this Project and will be further implemented by the conditions of approval. This is anticipated to be accommodated via rooftop mounted solar panels.

FINDINGS AND CONCLUSIONS

In order for the County to approve the proposed project, the following findings are required to be made:

Land Use Findings:

1. The project site currently has a General Plan Foundation of Agriculture and Land Use Designation of Agriculture (AG). The General Plan Amendment would propose to change the Foundation to Community Development and the land use designations to match those of the proposed Specific Plan which include Commercial Tourist (CT), Very Low Density

Residential (VLDR), Medium High Density Residential (MHDR), Highest Density Residential (HHDR), and Commercial Retail (CR).

2. The Project site has a split zoning classifications of Controlled Development Areas (W-2) in the roughly western ¼ portion of the site and Heavy Agriculture, ten-acre minimum (A-2-10) in the eastern ¾ portion of the site. The Change of Zone proposes to change the zoning of the site to entirely Specific Plan with the associated proposed Specific Plan zoning ordinance that would specify the permitted uses and development standards for each of the Specific Plan Planning Areas and the map that would define the Specific Plan Planning Area boundaries.

Entitlement Findings:

General Plan Amendment No. 230001:

General Plan Amendment No. 230001 is defined as an Entitlement/Policy General Plan Amendment and an Agricultural Foundation Component Amendment.

For an Entitlement/Policy General Plan Amendment, the following findings are required to be made:

Pursuant to Ordinance No. 348, Section 2.4 C.2., the first two findings (C.2.a and C.2.b) are required and one additional finding (C.2.c through C.2.g) is also required. The additional findings selected as the additional finding (C.2.c) is that special circumstances or conditions have emerged that were unanticipated in preparing the General Plan and (C.2.f) that an amendment is required to expand basic employment job opportunities and that would improve the ratio of jobs-to-workers in the County.

1. The proposed changes do not involve a change in or conflict with:

    a. The Riverside County Vision.

        The General Plan Vision Statement, in its introductory discussion on Risk, provides, “We readily acknowledge that there is a certain degree of risk and uncertainty regarding future expectations, especially as they relate to land resources and how we manage them. At the same time, through the unique planning opportunities present here, we seek to make the risks known and avoid arbitrary and capricious decision making that aggravates the normal risks in human affairs.” The Project as proposed is not without its risks and potential impacts to the environment, but these have been documented in the

Environmental Impact Report and made available for the public and for decision makers on the Project to consider.

On the introductory discussion of Employment, the General Plan Vision Statement provides, “We acknowledge gainful employment as one of the most basic individual needs and value a growing and diversified job base within which our residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of our economy.” The Project would continue directly provide employment onsite through the operation of the equestrian facility and other anticipated commercial uses and is expected to have secondary employment and economic benefits for other businesses in the area.

On the topic of Sustainability and Global Environmental Stewardship, the General Plan Vision Statement provides, “Measures that reduce carbon emissions and increase energy efficiency are now routinely included in all areas of growth within Riverside County – new development, retrofitting of existing structures, as well as new and ongoing operations.” As is shown in the Climate Action Plan screening tables included with the Project EIR, the Project is providing certain design and operational measures to limit the Project’s contribution to greenhouse gas emissions to be consistent with state reduction goals and to be considered less than significant.

On the topic of Jobs and the Economy, the General Plan Vision Statement provides, “Implementation of the RCIP provides a clear picture of the fiscal implications of land use policies and documents the financial, as well as physical and social viability of communities in Riverside County.” The proposed Project would continue to support employment in the area. Additionally, the Project has been designed in consideration of the surrounding area to design and operate the Project to minimize impacts to the surrounding area, which is detailed in the Project’s EIR. As is required for Specific Plans, a Fiscal Impact Analysis was prepared to inform County decisionmakers on the project and its fiscal impacts to the County.

On the topic of Recreation, the General Plan Vision Statement provides, “We seek an environment where residents of Riverside County enjoy better access to parks, trails and open spaces than the previous generation. This means a county where most neighborhoods have parks, trails and community facilities that are safe, appealing, and that encourage people of all ages to remain physically and socially active.” The project through its primary equestrian facility as well as perimeter and internal trails and residential oriented recreation amenities assists in meeting this statement.

This is simply a sampling of the General Plan Vision Statement topics that the General Plan Amendment is consistent with and not an exhaustive list of Vision topics. There are no other provisions or statements within the Riverside County Vision that the General Plan Amendment are inherently inconsistent with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County Vision.

b. Any General Planning Principle Set forth in General Plan Appendix B:

General Plan Principle I.C.1 notes that "The General Plan Vision acknowledges that every community in the County is maturing in its own way, at its own pace and within its own context. Policies and programs should be tailored to local needs in order to accommodate the particular level of anticipated maturation in any given community." The project through its General Plan Amendment, Specific Plan, and Change of Zone represent a change to the current allowance on the property and through the specific proposal incorporates a unique combination of uses that are oriented around an equestrian use that exists and is common in the area. The project is an example of a unique way of that existing equestrian use maturing or evolving to accommodate and be supported through other types of development that are facilitated through the General Plan Amendment.

General Plan Principle IV.A.1 notes that "It is the intent of the General Plan to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of various densities, of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices." The General Plan Amendment and Specific Plan propose a variety of residential densities and development types to provide housing options for a wide variety of households rather than a narrow spectrum of households.

General Plan Principle IV.A.4 notes that "Communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms. Low density residential development should not be the predominant use or standard by which residential desirability is determined." The General Plan Amendment and Specific Plan with its increase in residential density allowed is an implementation of this principle with its variety of residential densities and types within a single community.

General Plan Principle IV.A.5 notes "The creation of new cities/towns, villages and aggregated specific plan areas should be considered. The process of planning for new communities should be started so that when they are built they will have the infrastructure, the facilities, services, and economic sustainability to make them viable

into the next century." The General Plan Amendment with the Specific Plan component proposes a diverse community that has planned for the necessary infrastructure and provision of commercial and recreation services to future residents.

General Plan Principle IV.C. provides that "where appropriate, each community should be encouraged to develop a 'community center' as the focus and place of concentrated civic activity". The proposed Project with the inclusion of the core equestrian facility along with the residential area oriented recreation will represent a primary focal point for civic activity where daily and special activities would be accommodated within this proposed community.

General Plan Principle IV.F. notes "Land use policies should permit a fine grain mix of housing types, densities and prices. This means that neighborhoods and development projects may contain a mix of several housing types, densities and price ranges, subject to carefully crafted standards of design (e.g. regulating lot coverage, setbacks, and landscaping)." The General Plan Amendment and Specific Plan provide such variety of housing densities and types along with including specific development standards and guidelines for residential development.

General Plan Principle VII.B.1 and 2 provide, "provide employment-generating uses in Riverside County, with capacity for enough jobs to employ the workers who live in Riverside County to the maximum extent possible" and "stimulate the growth of businesses focused on national and international markets". These principles are highlighted in the Project through its direct and indirect employment impacts it is anticipated to have along with the equestrian events that will occur that could attract visitors and businesses to the area that would be accommodated within the Specific Plan designated commercial areas or surrounding areas.

This is simply a sampling of the Principles that the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent Principles. There are no Principles with which the General Plan Amendment inherently conflicts. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County General Planning Principles set forth in General Plan Appendix B.

c. Any Foundation Component designation in the General Plan.

The proposed General Plan Amendment would include a Foundation change. The necessary findings for the Foundation change are made in the following section.

2. The proposed amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, would not be detrimental to them.

   The purposes of General Plan are to set direction for land use and development in strategic locations, provide for the development of the economic base, establish a framework of the transportation system, and ensure the preservation of extremely valuable natural and cultural resources. The Project is strategically located to be located within the Thermal and Vista Santa Rosa area that has a strong equestrian background and continued presence to be consistent with. The area also provides the necessary infrastructure to serve the overall proposed project. Therefore, the proposed General Plan Amendment would help contribute to the achievement of the purposes of the General Plan by strategically planning for appropriate land uses in specific locations; the Project therefore is not detrimental to the purposes of the General Plan.

3. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

   The proposed project is unique in its mix of land uses to incorporate an equestrian facility that is typical for a rural area but also a mix of urban level residential and commercial uses that was not anticipated in the preparation of the General Plan and the current land use designation of Agriculture. While the site was previously used for agriculture purposes that made the land use designation appropriate to reflect that existing use, that use has since ceased and the General Plan being more forward looking and accommodating for unique types and mix of uses necessitates the change to the land use designation.

4. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County.

   Although the site with its current land use designation as Agriculture (AG) could accommodate for employment from agricultural uses, the proposed project's equestrian facility would provide for approximately 300 employees during competition season and 20 to 30 employees year round. This does not include the potential employment from the other commercial designated areas that would provide for more employment as well compared to the current agricultural use.

For an Agricultural Foundation Component General Plan Amendment, the following findings are required to be made:

1. Pursuant to Ordinance No. 348 Section 2.7.B.3, a maximum of 7% of the Agricultural Foundation acreage shall be generally authorized for conversion from the Agriculture Foundation Component to any other Foundation Component within a 2 ½ year period. The proposed amendment to the Agricultural Foundation Component would be within the January 1, 2024 and July 31, 2026 2 ½ year cycle. At the start of the current 2 ½ year cycle, the total acreage within Area B of Riverside County (consisting of Western Coachella Valley and Eastern Coachella Valley was 50,395 acres. Within this time period, no other changes to the Agricultural Foundation Component have already occurred. The current change to convert 619.1 acres from Agricultural Foundation to Community Development represent a 1.2% change to the total acreage of the Agricultural Foundation Component. Additionally, prior cycles have resulted in changes to the Agricultural Foundation Component that have been below the 7% maximum per cycle to convert to another Foundation Component, which is allowed to roll over to subsequent cycles as unutilized conversion. Therefore, the proposed change to the Agricultural Foundation Component Amendment would not result in a greater than 7% conversion of Agricultural Foundation Component designated area to another Foundation Component.

2. As provided above in the Entitlement/Policy Amendment findings, the General Plan Amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, not be detrimental to them.

Specific Plan

In accordance with Government Code section 65454 and Section 2.9. of Ordinance No. 348, SP No. 401 is consistent with the Riverside County General Plan for the following reasons:

As is indicated in the preceding General Plan Amendment findings, the Project is consistent with the General Plan Vision and Principles. Furthermore, the project is consistent with all applicable General Plan policies, which is included as an appendix to the Project's EIR.

Change of Zone No. 2300003

The Project site is currently zoned Controlled Development Areas (W-2) and Heavy Agriculture, ten-acre minimum (A-2-10). Change of Zone No. 2000025 proposes to change the zoning to Specific Plan (SP) to reflect the proposed Specific Plan that includes a Specific Plan Zoning Ordinance specifying the permitted uses and development standards for each Specific Plan Planning Area as well as defining the boundaries for each Planning Area. These proposed changes to the zoning would provide direct consistency with the proposed Specific Plan and General Plan Amendment.

Tentative Tract Map No. 38578

Tentative Tract Map No. 38578 is a proposal for a Schedule A subdivision to subdivide the entire 619.1 gross acre site into 330 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing (RV Park and workforce housing), 2 lots for commercial purposes, 110 lots for large lot single-family residential, 161 lots for small lot detached single-family, 10 lots for 191 attached condominium units, and 45 lots for various open space lots, well sites, and I.I.D substation. The findings required to approve the Tentative Tract Map No. 38605, pursuant to the provisions of the Riverside County Ordinance No. 460, are provided below:

1. The proposed map, subdivision design and improvements are consistent with the General Plan, specifically General Plan Principle IV.A.1 which provides that the intent of the General Plan is to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of various densities, of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices. The General Plan Principle IV.4, states that communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms. Low density residential development should not be the predominant use or standard by which residential desirability is determined. The General Plan IV.B.1, also states the General Plan should promote development of a "unique community identity" in which each community exhibits a special sense of place by retaining distinct edges and sufficient open space between scattered urbanized areas. This will facilitate the buildout of existing communities, as well as the creation of new towns, each of which have distinct boundary and edge conditions. The proposed tentative tract map will comply with these General Plan principles by providing a variety of housing types in a single-family residential community, promoting community with the open space recreational areas. The Tentative Tract Map is located within the proposed Specific Plan and is consistent with the land use designation, maximum number of units, and development standards of the Specific Plan zoning ordinance. The Tentative Tract Map site is consistent with the Very Low Density Residential, Medium High Density Residential, and Highest Density Residential land use designations that are proposed by the Specific Plan and General Plan Amendment where strictly residential uses are proposed land use designations and all other requirements of the General Plan and the project is consistent with all applicable requirements of State law and the ordinances of Riverside County.

2. The site of the proposed map is physically suitable for the type of development and density because the site is relatively flat and would not require substantial grading or would not require impacts to hillside areas. Infrastructure to serve the residential development including water, sewer, and roads are proposed to be extended to the proposed site to

adequately serve it. Additionally, this development is consistent with the proposed Specific Plan land use designations as noted previously.

3. The design of the proposed map or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat as detailed in the EIR prepared for the project, which determined the project would not have a significant impact for biological resources with the incorporation of required mitigation as detailed in the EIR.

4. The design of the proposed map or the type of improvements are not likely to cause serious public health problems, since as detailed in the EIR prepared for the project, the project would not have a significant impact to local air quality, hazardous materials, hydrology, wildfire, or noise. All other impacts to the environment related to public health would be less than significant.

5. As indicated in the included project Conditions of Approval, the proposed Tentative Tract Map includes the improvements as required by Riverside County Ordinance No. 460 for a Schedule "A" Map. Ordinance No. 460 requires all land divisions to conform to the County's General Plan, with applicable specific plans, Ordinance No. 348 and with the requirements of Ordinance No. 460. Tentative Tract Map No. 38605 complies with the Schedule "A" improvement requirements provided in Section 10.5 of Ordinance No. 460 as listed below.

    a. Streets. Streets are shown on the Tentative Map, which include all internal street improvements and perimeter frontage road improvements with transition improvements and Transportation Department conditions of approval.

    b. Domestic Water. Domestic water service will be supplied by Coachella Valley Water District via underground pipes consistent with the requirements set forth in California Administrative Code Title 22, Chapter 16.

    c. Fire Protection. Implementation of the project will provide for appropriate fire hydrant spacing and adequate water pressure and flow to meet Fire Department standards. The project is designed with two points of access and if development is phased each phase of the subdivision will be required to provide adequate access consistent with the provisions of Ordinance No. 460. Other fire protection measures shall be determined based on specific interior building designs, building code (Ordinance No. 457), and fire code (Ordinance No. 787) requirements.

    d. Sewage Disposal. Sewer service will be supplied by Coachella Valley Water District

e. Fences. At minimum the project is required to provide six-foot high chain link fencing along any canal, drain, expressway, or other feature deemed hazardous. The project does have a channel along the southern boundary. The project proposes a 6' wall along the southern boundary for areas proposed for development currently that excludes the commercial area in the southwest portion of the subdivision. The wall would generally inhibit access to these potentially hazardous areas. The basins proposed by the project would also be fenced with tubular steel fencing which is typical practice for deeper basins to prevent easy access to the basin that may be a potential hazard when the basin is full of water.

f. Electrical and Communication Facilities. The project will provide electrical, telephone, street lighting, cable television service with lines place underground.

6. The design of the proposed land division or the type of improvements will not conflict with street dedications, acquired by the public at large, for access through, or use of, property within the proposed land division. The project proposes to retain or relocate various easements for utility purposes that cross the site. These will be further documented through the Final Map process.

7. The Tentative Tract Map is consistent with the minimum size allowed by the project site's proposed zoning through the Specific Plan that includes 20,000 square feet for Planning Area 2, 5,000 square feet for single-family and 2,000 square feet for multi-family for Planning Area 3. The other Planning Areas have no minimum lot size. This is detailed further in the Development Standards findings below.

8. The Tentative Tract Map proposes access via off-site improvements at the southeast corner of the intersection of 62nd Avenue and Tyler Street. Although the Tentative Tract Map design as proposed would require it, the subdivision and related Plot Plans are conditioned that if such right-of-way is not able to be obtained that the intersection be redesigned. Thus, such initial authorization pursuant to Ordinance No. 460 Section 3.2.J for written assurances are not necessary at this time.

Plot Plan Nos. 230005, 230006, 240016

The following findings are required to approve the Plot Plans for Horse Park Workforce Housing, an equestrian facility, and development plan for 191 attached condominium units, pursuant to the provisions of Ordinance No. 348:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. The Plot

Plans encompass areas designated as Commercial Tourist (CT), Medium High Density Residential (MHDR), and Highest Density Residential (HHDR) by the proposed General Plan Amendment and Specific Plan. Each Plot Plan proposes uses that are consistent with the permitted uses for the respective Specific Plan Planning Areas since these uses are specifically listed as anticipated uses for each of these designations in the Specific Plan and Specific Plan Zoning Ordinance.

2. The proposed Specific Plan Zoning Ordinance includes the permitted uses and development standards for each of the Specific Plan Planning Areas. Within Planning Area 1 where the equestrian center or horse park is proposed, the Specific Plan Zoning Ordinance allows for an equestrian establishment with approval of a Plot Plan. Within Planning Area 4A where the workforce housing is allowed, the Specific Plan Zoning Ordinance allows for residential uses and specifically employee housing with approval of a Plot Plan. Within Planning Area 4B where the RV park is proposed, the Specific Plan Zoning Ordinance allows for an RV park with approval of a Plot Plan.

3. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. As detailed in the Project's EIR, the project would not have a significant impact to local air quality, hazardous materials, hydrology, wildfire, or noise. All other impacts to the environment related to public health would be less than significant. Conditions of approval incorporated for the Plot Plans will further ensure that public health, safety and general welfare are protected.

4. The proposed use conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property, as areas surrounding the Plot Plan site are located within the Specific Plan and have been designed in coordination to be compatible and complementary land uses. Additionally, the proposed Project would not inhibit development of surrounding areas.

5. The plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The project proposes to improve the three frontage roads, Harrison Street, 62nd Avenue, and Tyler Street. As previously noted, no improvements are proposed for 64th Avenue due to existing channel and other constraints for that frontage that are not necessary to serve the project. The overall Specific Plan area is located within a FEMA flood hazard area. The overall Specific Plan drainage plan and Tentative Tract Map drainage plan are designed to protect the development areas in the Specific Plan from the 100-year flood without increasing any flood hazards on neighboring properties.

6. The proposed uses are consistent with Ordinance No. 348 and the proposed Specific Plan, in particular with the permitted uses and development standards of the Specific Plan, as proposed by the Specific Plan and Change of Zone as detailed in the following Development Standards Findings section. The Plot Plans propose uses that are permitted in the proposed Specific Plan Zoning Ordinance for the respective Planning Areas with approval of a Plot Plan.

7. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. Each Plot Plan proposes multiple buildings on proposed individual parcels. PPT230005 and PPT230006 are both proposed as facilities that would operate as single facilities with no anticipated purpose to sell individual buildings. PPT230005 and PPT230006 include a condition that clarifies the need for a further subdivision for individual ownership of the buildings. PPT240016 is associated with the TTM38578 that would subdivide for individual single family lots as well as multi-family condominium units that would allow for individual building ownership.

Development Standards Findings:

Planning Area 1 – TTM38578 and PPT230006

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 1 of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 1, the Specific Plan Zoning Ordinance utilizes Section 9.26 (C-T Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards and permitted uses from the C-T zone.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 1:

   A. *There shall be no minimum lot size.* As there is no minimum lot size, this development standard is met.

   B. *The minimum interior setbacks shall be 10 feet. The minimum setback from Harrison St, Tyler St, and Ave 64 shall be 20 feet. The minimum distance between buildings shall be*

10 feet. Based on the site plan provided, all proposed buildings meet the required setbacks.

C. *All buildings and structures shall not exceed 75 feet.* The maximum proposed building height is 60 feet, which meets this development standard.

D. *0.18 parking spaces to be provided per daily guest. 0.14 RV parking stalls to be provided per each horse stall.* Based on the project proposal of up to 8,100 daily guests and 2,700 horse stalls, this requires a minimum of 1,458 parking spaces and 378 RV parking stalls. The project proposes 1,620 parking spaces include standard paved parking and decomposed granite overflow parking, which meets the required number of parking spaces. The project provides 378 trailer or RV parking spaces, which meets the required number of RV parking stalls.

E. *Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.* All trash enclosures are proposed to be fully screened by fence or wall with a gate, which meets this development standard.

Planning Area 2 – TTM38578

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 2 of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 2, the Specific Plan Zoning Ordinance utilizes Section 6.2 (R-1 Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards and permitted uses from the R-1 zone.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 2:

   A. *Building height shall not exceed three stories, with a maximum height of 40 feet.* No specific building plans are provided at this time, but subsequent building permits will be required to comply with this development standard.

   B. *The minimum lot size shall be 20,000 square feet.* The minimum lot size in this Planning Area is 26,753 square feet, which meets this development standard.

   C. *The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access*

on flag lots shall have a minimum width of 20 feet. The Tentative Tract Map as designed for this Planning Area meets these applicable width and depth requirements.

D. *The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.* The Tentative Tract Map as designed for this Planning Area meets these applicable lot frontage requirements.

E. *The minimum front yard setback shall be 20 feet. The minimum side yard setback shall be 10 feet. The minimum rear yard setback shall be 10 feet.* No specific building plans or plotting are provided at this time, but subsequent building permits will be required to comply with this development standard.

F. *Automobile storage space shall be provided as required by Section 18.12 of Ordinance No. 348.* For single-family lots like those proposed in this Planning Area it would require 2 parking spaces per dwelling unit. This will be provided through subsequent building permits to comply with this development standard.

G. *Lot Coverage: In no case shall more than 50% of any lot be covered by dwelling.* No specific building plans or plotting are provided at this time, but subsequent building permits will be required to comply with this development standard.

Planning Area 3 – TTM38578 and PPT240016

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 3 of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 3, the Specific Plan Zoning Ordinance utilizes Section 6.2 (R-1 Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards and permitted uses from the R-1 zone.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 3:

   A. *Building height shall not exceed three stories, with a maximum height of 40 feet.* Although conceptual plans are provided for the multi-family component in this Planning Area, no specific building plans are provided at this time, but subsequent building permits will be required to comply with this development standard.

B. *Minimum lot size for detached single family shall be 5,000 square feet. Minimum lot size for multi-family shall be 2,000 square feet.* The minimum lot size in this Planning Area is 7,243 square feet for the single family lots and 8,932 for the multi-family area, which meet this development standard.

C. *The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access on flag lots shall have a minimum width of 20 feet.* The Tentative Tract Map as designed for this Planning Area meets these applicable width and depth requirements.

D. *The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.* The Tentative Tract Map as designed for this Planning Area meets these applicable lot frontage requirements.

E. *The front yard shall be not less than 10 feet. Minimum side yard setback for detached single family shall be 5 feet. There shall be no side yard setback for multi-family dwellings. The rear yard shall not be less than ten feet.* No specific building plans or plotting are provided at this time, but subsequent building permits will be required to comply with this development standard.

F. *Automobile storage space shall be provided as required by Section 18.12 of Ordinance No. 348.* For single-family lots and multi-family units like those proposed in this Planning Area it would require 2 parking spaces per dwelling unit. This will be provided through subsequent building permits to comply with this development standard.

G. *Maximum building coverage shall be 80% for detached residential dwellings. Maximum building coverage shall not be applicable to attached dwellings.* No specific building plans or plotting are provided at this time, but subsequent building permits will be required to comply with this development standard.

Planning Area 4A – TTM38578 and PPT230005

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 4A of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 4A, the Specific Plan Zoning Ordinance utilizes Section 8.2 (R-3 Zone) of Ordinance No. 348 to establish development standards for

uses along with modifications and additions to those development standards and permitted uses from the R-3 zone.

With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 4A:

A. *There shall be no minimum lot size.* As there is no minimum lot size, this development standard is met.

B. *The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Line shall be 10 feet.* The Plot Plan design provide for the 20 foot southern boundary and 10 foot interior property line setback to meet this requirement.

C. *The minimum side yard shall be five feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from each side lot line five feet plus two feet for each foot by which the height exceeds 35 feet; if the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19. of Ordinance No. 348.* No building within this Plot Plan exceeds 35 feet in height, therefore the minimum side yard setback is five feet. The Plot Plan design provides for the minimum 5 foot setback to meet this requirement.

D. *The maximum building lot coverage shall be 75%.* The Plot Plan indicates a total proposed building coverage of 158,530 square feet in this Planning Area, which across the 18.4 acre (800,176 square foot) Planning Area equates to approximately 20% lot coverage, which meets the requirement.

E. *The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.* As all single-story structures and based on the 158,530 square feet of building area, this results in a floor area ratio of approximately 0.20 or approximately one to five, which does not exceed the maximum ratio of two to one.

F. *All buildings and structures shall not exceed 50 feet in height.* The maximum proposed building height in this Planning Area is 24 feet for the laundry building and 17 feet for the typical residential modular building, which meets this requirement.

G. *1 parking space per dwelling unit shall be provided.* The Plot Plan in this Planning Area proposes 1 parking space for each dwelling unit, which meets this requirement.

Planning Area 4B – TTM38578 and PPT230005

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 4B of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 4B, the Specific Plan Zoning Ordinance utilizes Section 9.26 (C-T Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards and permitted uses from the C-T zone.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 4B:

   A. *There shall be no minimum lot size.* As there is no minimum lot size, this development standard is met.

   B. *The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Lines shall be 10 feet.* The Plot Plan design provide for the 20 foot southern boundary and 10 foot interior property line setback to meet this requirement.

   C. *Max building height shall not be greater than 50 feet.* There are no proposed buildings by the Plot Plan within this Planning Area since the area is designated for RV and trailer space use.

   D. *1 automobile parking space to be provided for each RV space.* The typical plotting for each RV space accommodates space for 1 standard vehicle, which meets this requirement.

   E. *Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.* All trash enclosures are proposed to be fully screened by fence or wall with a gate, which meets this development standard.

   AA. *The maximum building lot coverage shall be 75%.* As no buildings are proposed in this Planning Area, the lot coverage standard is met.

   BB. *All signage shall comply with the provisions of Article XIX of County Ordinance No. 348.* No specific signage is proposed by the Plot Plan at this time, but a minor plot

plan will be required to be submitted to determine compliance with Article XIX prior to any issuance of a building permit.

CC. *Removal of garbage and rubbish shall comply with the requirements of County Ordinance No. 513 and of the trash hauler.* The Plot Plan is designed appropriately for the location and type of enclosures to meet this. The project is conditioned to further meet this requirement through initial construction and operation.

DD. *Lighting shall be indirect, hooded and positioned so as to reflect onto the access roads and away from the recreational vehicle spaces and adjoining property unless otherwise approved by the approving body. Lighting standards for roads and recreational vehicle sites shall be a maximum of ten feet in height. The height of all light standards shall be measured from the elevation of the adjoining pavement of the access roads. Lighting standards in recreational areas may be taller than ten feet. All recreational vehicle parks in the Mt. Palomar Street Lighting Area shall comply with the lighting policies set forth in County Ordinance No. 655*. Lighting is not specifically proposed at this time with the Plot Plan. The project is conditioned to further meet this requirement through initial construction and operation.

EE. *The park shall be graded so that there will be no depressions in which surface water will accumulate or as approved by the County Flood Control District.* The Plot Plan grading design has been reviewed by Building & Safety Grading as well as County Flood Control District. Final grading and construction plans will be required to comply with this as well.

FF. *DISTANCE BETWEEN RECREATIONAL VEHICLES AND BUILDINGS*.

a. *Recreational vehicle spaces shall be designed so as to provide the maximum distance between recreational vehicles, taking into account minimum recreational vehicle space size requirements as established within this ordinance.* The RV spaces typically are 32 feet in width which would provide adequate width for typical RVs.

b. *In vacation recreational vehicle parks, recreational vehicle utility connections may be arranged so as to allow grouping of recreational vehicles, up to four vehicles per utility connection, if this is desired by the recreational vehicle owners. However, recreational vehicle owners shall not be required to group more than two to a utility connection unless they so request.* The Plot Plan is not anticipated to facilitate this grouping of utility connections, but would ultimately allow for it if feasible based on the layout of the park.

c. *Where recreational vehicle spaces are located near any permitted building, the minimum distance between the recreational vehicle and said building shall be 15 feet.* No permanent buildings are included within the RV park for this to be applicable.

GG. *All structures and recreational vehicle pads shall be set back from all side and rear property lines not less than three feet, except where a side or rear property line abuts a street, the setback shall be not less than 20 feet. Where the recreational vehicle park is adjacent to an existing single family development, a 100 foot setback shall be provided for structures exceeding one story*. No structures are proposed for this to apply to those and the no street or single family development is located near the RV Park for those standards to apply.

HH. *Maximum building heights shall be as permitted in the zoning classification in which the recreational vehicle park is located.* No buildings are proposed for this to be applicable.

II. *MANAGEMENT*.

a. *A caretaker responsible for the management of the park shall be present on the premises of the park at all times when the park is occupied.* A condition of approval is included in the Plot Plan to require this be complied with through the operation of the RV Park.

b. *Maintenance and Storage Yard. All storage of supplies, maintenance materials and equipment outside of buildings shall be provided within a storage area. Any storage shall be located outside any required yard and completely screened from adjoining properties with a decorative masonry wall or fencing six feet in height and further buffered with landscaping materials eight feet in height.* A condition of approval is included in the Plot Plan to require this be complied with through the operation of the RV Park.

JJ. *One washing machine and dryer shall be provided for every 50 recreational vehicle spaces or fraction thereof.* A condition of approval is included in the Plot Plan to require this be complied with through the operation of the RV Park.

KK. *Recreational vehicle parks which do not provide each recreational vehicle space with a connection to an approved sanitary sewer system shall provide sanitation stations designed to receive the discharge from the sewage holding tanks of*

recreational vehicles. The RV park proposes direct connection to a proposed sanitary sewer system. Therefore no sanitation stations are required to provide alternate disposal service for the RV park.

a. *The sanitary station shall be constructed in accordance with specifications set forth in Title 25 of the California Administrative Code.* Per above, not applicable.
b. *If a sanitation station is provided, it shall be located within the park in such a manner so as not to be obnoxious to the tenants of the park and shall be set back 100 feet from adjoining residential development, unless approved by the approving body.* Per above, not applicable.

LL. *Interior access roads within the recreational park shall not be less than 24 feet wide and be paved with a minimum thickness of three inches of asphalt concrete or six inches of Portland Cement Concrete, or with such alternate surfacing as recommended by a soils engineer. The approving body may reduce the minimum width of interior access roads to 20 feet where one way interior access roads are utilized.* The interior roads have a minimum width of 30 feet, which meets this minimum requirement.

MM. *Each recreational vehicle space shall front on or be served by an interior access road*. The Plot Plan is designed for each space to have direct access to the interior driveway or access road to meet this requirement.

NN. *In accordance with Title 25 of the California Administrative Code, the following standards shall be met*.

a. *Only one power supply connection shall be made to a recreational vehicle.* A condition of approval is included in the Plot Plan to require this be complied with through the construction and operation of the RV Park.

b. *Electric power supply equipment shall be located on the rear half of the recreational vehicle space within four feet of the location or proposed location of the recreational vehicle on the space.* A condition of approval is included in the Plot Plan to require this be complied with through the construction and operation of the RV Park.

OO. *Each recreational vehicle space shall have a minimum width of 32 feet and depth of 45 feet.* The Plot Plan has designed for each space to comply with this requirement.

PP. *INDIVIDUAL SPACE IMPROVEMENTS*:

a. *Each site shall contain a level, stabilized recreational vehicle parking pad of crushed stone, decomposed granite, paving or other suitable material.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

b. *Each recreational vehicle space may be provided with a ten foot by 25 foot parking area of asphalt concrete, Portland Cement Concrete, rock, decomposed granite/or similar material.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

c. *All areas not in hard surface shall be landscaped pursuant to Section 18.12. of this ordinance, unless otherwise approved by the approving body.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

QQ. *ELECTRICAL SERVICES*.

a. *Each recreational vehicle space shall be provided with an electrical service outlet.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

b. *Each recreational vehicle space may be provided with connection to telephone service.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

RR. *Each recreational vehicle space shall be provided with a fresh water service outlet delivering safe and potable water. Each recreational vehicle space shall be provided with a connection to an approved sanitary sewer system.* A condition of approval is included in the Plot Plan to require this be complied with through the construction of the RV Park.

SS. *Only one recreational vehicle connected to utilities shall be allowed per site. No other vehicle parked at the recreational vehicle site, except for the primary recreational vehicle, shall be used for human habitation on a temporary or permanent basis. In addition to the primary recreational vehicle, two cars, vans or trucks may be parked at the recreational vehicle space. One recreational vehicle may be substituted for these other vehicles provided it is the only available source of transportation to and from the recreational vehicle park.* A condition of approval is

included in the Plot Plan to require this be complied with through the construction of the RV Park.

TT. *Wheels shall not be removed from recreational vehicles.* A condition of approval is included in the Plot Plan to require this be complied with through the operation of the RV Park.

UU. *ACCESSORY STRUCTURE*. No such structures are currently included in the Plot Plan, but a condition of approval has been included to clarify the allowances for such structures in the future.

a. *Ramadas and patio covers are allowed.*

b. *Accessory storage structures may be allowed at individual vehicle spaces.*

c. *All structures shall comply with the requirements of Title 25 of the California Administrative Code, except where this ordinance is more restrictive, the more restrictive standards shall apply.*

d. *No more than 60 percent of the area of each individual recreational vehicle site may be covered by the recreational vehicle and accessory structures.*

e. *Structures to assist the handicapped shall be allowed.*

f. *Awnings are permitted in accordance with the provisions of Title 25 of the California Administrative Code.*

VV. *Recreational vehicle park shall be screened or fenced as follows: For extended occupancy parks in Category III, IV, or open space land use areas a decorative masonry wall, earthen berm and block wall, fencing, or landscaping screen, or combination thereof shall be on all property lines as specified by the approving body. Where walls and fences are utilized an additional landscape buffer shall be provided as set forth in Section 18.12. of this ordinance. The exterior side of all block walls shall be coated with a protective coating that will facilitate the removal of graffiti.* The Plot Plan includes a 6 foot tall block wall along the southern and western sides that generally face outwards from the Project site as well as along its northern side that faces interior to the Project site to meet this requirement.

WW. *Only recreational vehicles which can connect to sewer and water service at the recreational vehicle space shall be allowed to stay for longer than 30 consecutive*

days or 120 days in any one year. All recreational vehicles which are sited within a recreational vehicle park on a long term or permanent basis shall be registered with the California Department of Motor Vehicles. A condition of approval is included in the Plot Plan to require this be complied with through the operation of the RV Park.

Planning Area 5 – TTM38578

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 5 of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 5, the Specific Plan Zoning Ordinance utilizes Section 9.26 (C-T Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 5:

   A. *There shall be no minimum lot size.* As there is no minimum lot size, this development standard is met.

   B. *Minimum interior setbacks between parcels within the Specific Plan shall be 10 feet. Minimum setback from Harrison St shall be 20 feet.* Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   C. *Building height shall not exceed a maximum height of 75 feet.* Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   D. *Automobile storage space shall be provided as required by Section 18.12. of Ordinance no. 348. Not less than five percent of the parking area shall be landscaped. No planting area shall be less than five feet wide at any point.* Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   E. *Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.* Aside from the subdivision proposal to create the parcel for the

Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

Planning Area 6 – TTM38578

1. The proposed Zoning Classification for the Project site is Specific Plan. Development standards for Planning Area 6 of Specific Plan No 401 are established in the proposed Specific Plan Zoning Ordinance. For Planning Area 6, the Specific Plan Zoning Ordinance utilizes Section 9.4 (C-1/C-P Zone) of Ordinance No. 348 to establish development standards for uses along with modifications and additions to those development standards.

   With the adoption of the proposed Specific Plan Zoning Ordinance, the following development standards shall apply to Planning Area 6:

   A. There is no minimum lot area requirement, unless specifically required by zone classification for a particular area. As there is no minimum lot size, this development standard is met.

   B. Minimum setback from Harrison St shall be 20 feet. Minimum interior setback shall be 10 feet. Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   C. Building height shall not exceed a maximum height of 75 feet. Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   D. Automobile storage space shall be provided as required by Section 18.12. of Ordinance No. 348. Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

   E. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

AA. Maximum building lot coverage shall be 75%. Aside from the subdivision proposal to create the parcel for the Planning Area, no development is proposed at this time for this Planning Area. This development standard will be reviewed at the time of a specific development proposal.

Other Findings:

1. The Project site is not located within a Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan. This Project fulfills the plan requirements.

2. The Project site is not located within a city Sphere of Influence.

3. The Project site is located within the Jacqueline Cochran Airport Influence Area ("AIA") boundary, primarily Zone D with some Zone E. The project was reviewed by the Riverside County Airport Land Use Commission (ALUC) and determined the project consistent with the Jaqueline Cochran Airport Land Use Compatibility Plan on July 13, 2023. The ALUC recommended conditions of approval have been incorporated into the applicable project cases conditions of approval.

4. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The Project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.

5. The Project site is not located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP").

6. In compliance with Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52), in March 2023 a Sacred Lands File Search and consultation list request was sent to the Native American Heritage Commission. NAHC responded with a list of 15 tribal representatives to contact and the results of the Sacred Lands File Search which was negative. Notices were sent to tribal representative contacts on March 29, 2023 for SB 18 and AB 52 purposes.

   Responses were received from five tribes. The Cahuilla Band of Indians and the Quechan Tribe of the Fort Yuma Reservation offered no comments regarding this project and deferred to tribes located in proximity to the Project site, with the Cahuilla Band deferring specifically to the Torres Martinez Desert Cahuilla Indians. The Augustine Band of Cahuilla Indians were unaware of any cultural resources that may be affected by the proposed project but requested notification if such resources are discovered during the project. The Agua Caliente Band of Cahuilla Indians requested copies of all cultural resource documentation

generated in connection with the project for tribal review as well as Native American monitoring during ground disturbing activities on the property. Consultation was concluded on December 27, 2023. The Torres Martinez Desert Cahuilla Indians, with Reservation lands adjacent to the subject site, requested further consultation and expressed concern regarding prehistoric settlement and land use patterns. The tribe provided a list of village sites and cultural landscapes in the Project vicinity, recommended archaeological testing and the development of a plan for recovered archaeological materials, and requested Native American monitoring during construction. A representative of the Torres Martinez Desert Cahuilla Indians also accompanied the archaeologist on the field reconnaissance conducted for the Project.

Fire Findings:

The Project site is not located within a designated Fire Hazard Severity Zone and is not located within a Cal Fire State Responsibility Area ("SRA")

Conclusion:

For the reasons discussed above, as well as the information provided in the Initial Study, the proposed Project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed Project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This Project was advertised in the Press Enterprise Newspaper and Desert Sun. Additionally, public hearing notices were mailed to property owners within 1,500 feet of the Project site. Signs were also placed on the site notifying of the Project public hearing. As of the writing of this report, Planning Staff has not received any written communication or phone calls who indicated support or opposition to the proposed Project.

The Project was presented to and discussed at the Thermal Oasis Community Council on March 24, 2024, September 30, 2024, November 25, 2024, May 28, 2025, and June 16, 2025. Additionally, representatives performed a variety of public outreach, including to CVUSD staff, surrounding jurisdiction staff, Coachella Valley Housing Coalition, nearby tribal representatives, Thermal/Oasis Community Council members, and Leadership Counsel for Justice & Accountability members.

ATTACHMENTS

A. PC Resolution
B. GIS Exhibits
C. Specific Plan Document
D. Specific Plan Zoning Ordinance
E. TTM38578 Exhibits
F. PPT240016 Exhibits
G. PPT230005 Exhibits
H. PPT230006 Exhibits
I. PPT230006 Operations Manual
J. Fiscal Impact Analysis
K. Project Outreach Summary
L. Draft EIR
M. Final EIR
N. Specific Plan Conditions of Approval
O. TTM38578 Conditions of Approval
P. PPT240016 Conditions of Approval
Q. PPT230005 Conditions of Approval
R. PPT230006 Conditions of Approval
S. Environmental Justice Checklist
T. Recent Public Comments

Flores, Kate

From: Operations Management <tina@gclogisticsinc.com>
Sent: Tuesday, December 16, 2025 9:54 AM
To: Clerk of the Board
Subject: REF: Thermal Ranch Specific Plan/SP No. 00401, General Plan Amendment Case No. GPA No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan Nos. 230035 and 230038.

Dear Honorable Supervisor Perez:
I am writing to express my strong support for the proposed 622-acre equestrian center that includes residential and commercial development in Thermal. This ambitious project represents a unique opportunity to enhance our community, create jobs, and attract visitors from near and far.

Thank you!

Best regards,

Dipty Patel Jardosh
Direct : (760) 851 0514
Tel : (760) 973 4477 Extn 104
Fax : (760) 973 4466
Cell : (760) 601 4064
Email: tina@gclogisticsinc.com

ACCEPTANCE OF THIS QUOTE AND ANY SUBSEQUENT AMENDMENT CONSTITUTES A MUTUALLY AGREED NRA (NEGOTIATED RATE AGREEMENT) BETWEEN SHIPPER OR CONSIGNEE AND THEIR AGENT OR OTHER REPRESENTATIVE AND GC LOGISTICS INC.
All transactions are subject to the Company's Standard Trading Conditions stated under BILL OF LADING CLAUSES at https://www.gclogisticsinc.com which in certain circumstances limit or exempt the Company's liability

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Flores, Kate

From: Acquia Mail
Sent: Friday, December 12, 2025 11:51 AM
To: jack@canyonps.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 12, 2025

Submitted values are:

First Name
Jack

Last Name
Rivers

Address (Street, City and Zip)
67990 East Palm Canyon Drive

Phone
9515158251

Email
jack@canyonps.com

Agenda Date
12/16/2025

Agenda Item # or Public Comment
the Thermal Ranch

State your position below

3.4.7

Support

Do you need a Spanish translator?
No

Comments
The Thermal Horse Park is a great partner of ours. We are a small family run local sign and print shop. Canyon Print and Signs has served the valley for over 12 years. The Thermal Ranch horse park believes in supporting and working with local businesses such as ours. They have an overall positive impact on the community and value their community and local businesses,

Flores, Kate

From:	Brian Flynn <brian@lozeaudrury.com>
Sent:	Wednesday, December 10, 2025 4:40 PM
To:	Clerk of the Board; Brady, Russell
Subject:	Comment: Thermal Ranch Specific Plan (BOS Hearing: Dec. 16, 2025)
Attachments:	2025.12.10 SAFER Comment_Thermal Ranch SP (BOS Hearing Dec. 16 2025).pdf

To Chair Perez, Vice-Chair Spiegel, and Honorable Supervisors:

Please find attached a comment submitted on behalf of Supporters Alliance For Environmental Responsibility (SAFER) regarding the Thermal Ranch Specific Plan Project to be heard at the Board of Supervisors' December 16, 2025 meeting.

Acknowledgment of receipt of this email and attachment would be greatly appreciated.

Thank you,
Brian B. Flynn
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612
(510) 836-4200
(510) 836-4205 (fax)
brian@lozeaudrury.com
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LOZEAU DRURY LLP

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
brian@lozeaudrury.com

December 10, 2025

Via Email

V. Manuel Perez, Chair
Karen Spiegel, Vice-Chair
Jose Medina
Chuck Washington
Yxstian Gutierrez
Board of Supervisors
County of Riverside
4080 Lemon Street
Riverside, CA 92501
cob@rivco.org

Russell Brady, Senior Planner
Planning Department
County of Riverside
4080 Lemon Street, 9th Floor
Riverside, CA 92502
rbrady@rivco.org

Re: SAFER Comment
Thermal Ranch Specific Plan
Environmental Impact Report - SCH No. 2023050624
Board of Supervisors Hearing Date: Dec. 16, 2025

To Chair Perez, Vice-Chair Spiegel, and Honorable Supervisors:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") and its members living or working in and around the County of Riverside ("County") regarding the Thermal Ranch Specific Plan Project ("Project") to be heard at the Board of Supervisors' December 16, 2025 meeting.

SAFER is concerned that Project's Environmental Impact Report ("EIR") is inadequate under the California Environmental Quality Act ("CEQA") due to: (1) failing to require all feasible mitigation measures for the Project's significant and unavoidable impacts to operational air quality; (2) failing to demonstrate that additional mitigation for the Project's significant and unavoidable impacts to agricultural resources is infeasible; (3) failing to adequately analyze, disclose, and mitigate the Project's air quality impacts; and (4) failing to adequately analyze, disclose, and mitigate the Project's impacts to biological resources. SAFER also joins in the comments submitted on behalf of CARE California and the Leadership Council for Justice & Accountability.

Due to the EIR's shortcomings, SAFER respectfully requests that the Board refrain from approving the Project and EIR at this time and, instead, direct planning staff

to revise the EIR prior to taking any further action on this Project.

PROJECT DESCRIPTION

The Project proposes: a 231-acre equestrian center and related show facilities, including barns, stabling, and related equestrian services; 1,362 dwelling units ranging in densities from 0.67 to 27.3 units per acre and up to 320 RV spaces; 275,000 square feet of retail and other commercial space, including 75,000 square feet of equestrian event-related retail space; 10,000 square feet of office space in Planning Area 1 150,000 square feet of retail space in Planning Area 6; and a 54.4-acre mixed use resort with a 150 key resort hotel, beach club, pool and other recreational amenities. The Project also requires an off-site 5-million-gallon domestic water reservoir to meet Project demand and fire flows. The new reservoir will be at the existing, improved CVWD Middleton reservoir site located approximately 2.4 miles southwest of the Project site.

The 622-acre Project site is located in the southeastern portion of the Coachella Valley in the central unincorporated area of Riverside County. The entire Project site is currently in agricultural use inclusive of several ag-related haybarns, packing sheds, and other structures, which are planned for removal.

LEGAL STANDARD

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an EIR (except in certain limited circumstances). (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 109 (*CBE v. CRA*).)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 CCR § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1354 (*Berkeley Jets*); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.)

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (14 CCR § 15002(a)(2) and (3); see also *Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley,* 52 Cal.3d at 564.) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (14 CCR § 15002(a)(2).) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub. Res. Code, § 21081; 14 CCR § 15092(b)(2)(A) and (B).)

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal.App.4th at 1355 [quoting, *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391, 409, n. 12.) "A prejudicial abuse of discretion occurs 'if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process.'" (*Berkeley Jets*, *supra*, 91 Cal.App.4th at 1355.)

An EIR must "include[] sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises." (*Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 510.) "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." (*Id.* at 516.) "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." (*Id.*) As the Court emphasized:

> [W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

(*Id.* at 514.)

In general, mitigation measures must be designed to minimize, reduce or avoid an identified environmental impact or to rectify or compensate for that impact. (14 CCR

§ 15370.) Where several mitigation measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. (14 CCR § 15126.4(a)(1)(B).) A lead agency may not make the required CEQA findings unless the administrative record clearly shows that all uncertainties regarding the mitigation of significant environmental impacts have been resolved.

DISCUSSION

I. The EIR Fails to Adopt All Feasible Mitigation Measures for the Project's Significant and Unavoidable Impacts to Operational Air Quality.

CEQA prohibits a lead agency from approving a project with significant environmental effects if there are feasible mitigation measures or alternatives that can substantially lessen or avoid those effects. (Pub. Res. Code § 21002; *Mountain Lion Found. v. Fish & Game Comm'n* (1997) 16 Cal.4th 105, 134; *Laurel Heights*, 47 Cal.3d at 403 ["The chief goal of CEQA is mitigation or avoidance of environmental harm"].) CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (PRC §21061.1; 14 CCR § 15364.) "The core of an EIR is the mitigation and alternatives sections." (*Citizens of Goleta Valley*, 52 Cal.3d at 564.) When an EIR concludes that a project will have significant impacts, the lead agency has two duties: to meaningfully consider feasible mitigation measures and alternatives, and to identify mitigation measures and alternatives rejected as infeasible. (See *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1353.)

The lead agency may not approve a project with significant impacts unless it makes one or more of three findings:

(1) that changes or alternations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment;

(2) that the agency making the findings lacks jurisdiction to make the change, but that another agency does have such authority, and either has made or can and should make, the change; and/or

(3) that specific economic, legal, social, technological, or other considerations ... make infeasible the mitigation measures or project alternatives identified in the EIR.

(Pub. Res. Code §21081(a); 14 CCR §15091(a.).)

When a comment suggests "better ways to avoid or mitigate the significant environmental impacts" (14 CCR §§15088(c), 15204(a)), the lead agency must respond

to the comment by either explaining why further consideration of the alternative or mitigation was rejected or by providing an evaluation of the alternative. (*Marin Mun. Water Dist. v. KG Land Cal. Corp*. (1991) 235 Cal.App.3d 1652, 1666; *Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 992 (*CNPS*).) "'[A]n adequate EIR must respond to specific suggestions for mitigating a significant environmental impact unless the suggested mitigation is facially infeasible.' [citation omitted] 'While the response need not be exhaustive, it should evince good faith and a reasoned analysis.'" (*CNPS*, 177 Cal.App.4th at 992 [citing *L.A. Unified School Dist. v. City of L.A.* (1997) 58 Cal.App.4th 1019, 1029; see also, *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 442, fn. 8.)

The EIR concludes that the Project will result in significant and unavoidable operational air quality impacts due to emissions of carbon monoxide (CO), nitrogen oxides (NOx), and reactive organic gases (ROG). (DEIR, p. 4-2.) The EIR explains that "[a]pproximately 80% of CO emissions, 83% of NOx emissions, and 45% of ROG emissions associated with Project operations are from mobile sources, resulting in part from the large quantity of daily vehicle trips that the Project is projected to produce during the peak October to April equestrian competition. (DEIR, p. 4-3.) The EIR then claims that these mobile emissions have been mitigated to the extent feasible through measures aimed at reducing vehicle miles traveled (VMT). (*Id.*)

However, the EIR fails to demonstrate that additional electric vehicle (EV) parking, beyond the bare minimum required by code, is infeasible for this Project. The EIR points to the Riverside County Climate Action Plan Update, which requires the installation of EV charging stations in all garages of new units of residential development, and the state's Title 24, which requires a certain percentage of overall parking spaces to be EV spaces, as evidence that the County has imposed all feasible EV mitigation measures. (DEIR, p. 2.5-17.) The EIR also references Mitigation Measure AQ-3 as reducing mobile source emissions. (*Id.*) However, Measure AQ-3 only requires the applicant to comply with state "energy use guidelines," which have nothing to do with EV spaces. The EIR mischaracterizes the issue. The question is not whether *any* measures have been applied to reduce VMTs. Rather, the question is whether there are additional, feasible mitigation measures to reduce VMTs could be applied to the Project prior to concluding that the operational air quality impacts are significant and unavoidable.

Because the Project's operational air quality impacts remain significant and unavoidable even with incorporation of regulations and MM AQ-3, the County must require all feasible mitigation measures to reduce the impacts to the extent feasible prior to proceeding with the Project. (Pub. Res. Code §21081(a); 14 CCR §15091(a.).) There is ample opportunity for the County to expand requirements for EV spaces beyond the bare minimum required by Title 24. Regulations such as Title 24 represent the *floor* of what the Project must do, not the ceiling. For example, beyond the bare minimum of EV

spaces currently required for the Project, Title 24 includes Tier 1 and Tier 2 voluntary measures that demonstrate the potential feasibility of requiring more EV spaces. (CalGreen §§ A5.106.5.3.1, A5.106.5.3.2.) Under these voluntary standards, the Project would provide 30-45% of the total spaces as EV capable spaces, of which 33% would also have chargers. The fact that Title 24 includes these voluntary standards—which go beyond the bare minimum—demonstrates that the standards are potentially feasible for this Project. The County cannot certify this EIR until the maximum feasible amount of EV spaces are required.

II. The EIR Lacks Substantial Evidence to Conclude that Agricultural Conservation Easements as Mitigation for Significant and Unavoidable Impacts to Agricultural Resources Are Infeasible.

The EIR concludes that that Project's conversion of 568.30 acres of Prime Farmland and 52.59 acres of Farmland of Statewide Importance to non-agricultural uses will result in a significant and unavoidable impact to agricultural resources. (DEIR, p. 4-1 to -2.) The California Department of Conservation submitted a comment, dated June 23, 2023, recommending that the County consider agricultural conservation easements as mitigation to substantially lessen the Project's impacts. (DEIR, p. 2.4-22.) As noted in the EIR, the Court of Appeal has held that agricultural conservation easements can be effective at *partially* reducing significant and unavoidable impacts, even if the impacts are not reduced to less-than-significant levels. (*Id.* [citing *V Lions Farming, LLC v. County of Kern* (2024) 100 Cal.App.5th 412, 437.)

Rather than requiring agricultural conservation easements as recommended by the Department of Conservation, the EIR claims that "requiring purchase of a conservation easement on other lands would also add a significant cost to the Project, which could potentially render it financially infeasible." (DEIR, p. 4-2.) The EIR's claim of infeasibility, without more, is deficient. Although mitigation measures may be found infeasible on economic grounds.(Pub. Res. Code § 21081(a)(3); 14 CCR § 15091(a)(3)), findings of economic infeasibility must be supported by relevant economic evidence. (See, e.g., *County of San Diego v. Grossmont Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 108 [community college's proportional share of cost of off-campus traffic mitigation measures could not be found economically infeasible in absence of cost estimates]; *Burger v. County of Mendocino* (1975) 45 Cal.App.3d 322, 326-27 [infeasibility finding based on economic factors cannot be made without estimate of income or expenditures to support conclusion that proposed mitigation would make project unprofitable].)

The EIR conclusory statement that conservation easements could potentially render the Project infeasible does not meet CEQA's standard for infeasibility. If the County wants to claim that conservation easements are infeasible, the County must provide comparative evidence demonstrating that the easements would make the

Project unprofitable. Notably, the fact that the easements might make the Project *less* profitable is not a reason to reject the mitigation measure—the County must show that the Project would be rendered unprofitable. (See *Burger*, *supra*, (1975) 45 Cal.App.3d at 327.)

III. The EIR's fails to provide substantial evidence that the Project's air quality impacts will be less than significant.

Air quality expert Patrick Sutton of Baseline Environmental Consulting ("Baseline") reviewed the EIR's air quality analysis. Baseline's comment letter and Mr. Sutton's CV are attached as Exhibit A.

In order to evaluate the Project's air quality impacts, the EIR relies on emission estimates for construction and operation of the Project calculated using the California Emissions Estimator Model Version 2022.1 ("CalEEMod"). This model relies on recommended default values based on site specific information related to a number of factors. "The default construction parameters can be modified based on site-specific information, but the user is required to justify all changes from the default model settings based on substantial evidence." (Ex. A, p. 1.)

Baseline reviewed the Project's CalEEMod files and found that the EIR made improper adjustments to the Project's construction length, which resulted in the EIR incorrectly concluding that air quality impacts would be less than significant. (Ex. A, pp. 1-3.) According to the EIR, the Project would be constructed in two phases with Planning Areas 1 and 4 completed in 2026 and Planning Areas 2, 3, 5, and 6 complete in 2032. For its air quality analysis, the EIR assumed that all Planning Areas would be constructed simultaneously over a 7-year period. (*Id.*, p. 2.)

If each Planning Area were constructed sequentially with no overlap, "the total default construction schedule would be 12,190 works days (~47 years)." (Ex. A, p. 2.) The EIR's CalEEMod reduced that default construction schedule by 84% to fit the proposed 7-year construction schedule. However, the EIR's CalEEMod did not account for the fact that in order to complete construction on the 7-year timeline, the CalEEMod's default intensity of daily construction equipment activity (i.e. the CalEEMod does not account for the construction intensity needed to complete construction in 1/6th of the time). (*Id.*) As explained by Baseline:

> To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, ***which would exceed the applicable thresholds of significance***.

(Ex. A, p. 3.) As a result of this error, the EIR fails to adequately analyze, disclose, and mitigate the Project's significant air quality impacts. The EIR must be revised to disclose this impact and mitigate it to the extent feasible.

Baseline also found that the EIR improperly assumed that there would be no overlap between construction and operation of the Project (i.e. the EIR assumed that construction of all Planning Areas would be complete in 2032 and that operational emissions would only occur in 2032 and later). (Ex. A, p. 3.) However, it is more reasonable to assume that each Planning Area will become operational upon completion of its construction. As a result, "there would be overlapping years of construction and operation that would result in a combination of criteria air pollutant emissions that could be significantly higher than the emissions estimated in the DEIR." (Ex. A, pp. 3-4.) The EIR should be revised to accurately disclose the impacts of overlapping construction and operation and to mitigate that impact to the extent feasible.

IV. The EIR inadequately evaluates the health risk impacts from emissions of diesel particulate matter.

Care California submitted a comment on the Draft EIR in which their air quality experts faulted the EIR for failing to conduct a quantified health risk assessment ("HRA") to evaluate the health risk impacts from Project-generated emissions of diesel particulate matter ("DPM"), a known human carcinogen, during construction of the Project. In response, the FEIR claimed that an HRA is not necessary because the Project's emissions of PM2.5 do not exceed SCAQMD's Localized Significance Thresholds ("LSTs"). (FEIR, p. 41.) However, the FEIR's response is inadequate because "SCAQMD's LSTs only apply to criteria air pollutants and were not designed to evaluate localized health risks from exposure to DPM, because the toxicities of DPM and ambient PM2.5 are not equal." (Ex. A, p. 6.)

As Baseline explains,

> . . . [T]he 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." In California, only about 8% of the average ambient PM2.5 concentration in outdoor air is comprised of DPM. While the federal and state ambient air quality standards established for PM2.5 were designed to be protective of human health for ambient conditions, these standards are not representative of particulate matter emissions from construction that contain significantly higher concentrations of DPM than typical ambient concentrations due to the exhaust from diesel-powered construction equipment.

(Ex. A, p. 6.)

Because SCAQMD's LSTs are not representative of the impacts that will occur from construction-generated DPM, "there is no substantial evidence provided in the FEIR to support the use of the SCAQMD's LST for PM2.5 to evaluate potential health risks to sensitive receptors exposed to DPM from the exhaust of diesel-powered construction equipment." (Ex. A, p. 6.) In order to accurately evaluate the Project's impacts, the EIR must be revised to include a quantified HRA "to estimate the incremental increase in cancer risk for nearby sensitive receptors exposed to DPM emissions during project construction in accordance with the OEHHA guidance." (*Id.*, p. 7.) "The health risk assessment should also evaluate health risks to on-site residences that are located in completed Planning Areas while construction of adjacent Planning Areas is ongoing." (*Id.*)

Matt Hagemann, P.G., C.Hg., and Paul E. Rosenfeld, Ph.D., of the Soil/Water/Air Protection Enterprise ("SWAPE") reviewed the air quality analysis in the EIR. SWAPE's comment letter and CVs are attached as Exhibit B. SWAPE found that the EIR failed to adequately evaluate the human health impacts resulting from the Project's emissions of diesel particulate matter.

The EIR fails to provide any quantified analysis of the impacts to human health from Project-related emissions of diesel particulate matter ("DPM"). As noted by SWAPE, CEQA requires that that the EIR "correlate the increase in emissions that future projects would generate to the adverse impacts on human health caused by those emissions." (Ex. B, pp. 4-5.) Such an analysis is not possible without a quantified HRA.

SWAPE prepared a screening-level HRA to evaluate potential impacts to human health from DPM during construction of the Project using AERSCREEN, the leading screening-level air quality dispersion model. (Ex. B, pp. 5-9.) According to the EIR, construction of the Project will generate approximately 361 pounds of DPM over the 919-day construction period. (Id. at p. 5.) SWAPE conducted their HRA to calculate the increased cancer risk resulting from those DPM emissions to the Maximally Exposed Individual Receptor located approximately 150 meters downwind of the Project site. (Id. at p. 6.) The HRA utilized age sensitivity factors in order to "account for the increased sensitivity to carcinogens during early-in-life exposure and to assess the risk for susceptible subpopulations such as children." (Id.)

SWAPE's HRA found that increased cancer risk to 3rd trimester pregnancies, infants and children during construction and operation of the Project would be 26.8 in one million, 648 in one millions, and 13.7 in one million, respectively. (Ex. B, p. 8.) Each of the above increased cancer risks exceed the CEQA significance threshold of 10 in one million established by the South Diego Air Pollution Control District ("SDAPCD"). By

failing to conduct an HRA, the EIR fails to provide substantial evidence that the Project's health impacts from DPM emissions would be less than significant. The EIR must be amended and recirculated in order to disclose this impact and mitigate it to the extent feasible. SWAPE has provided feasible mitigation measures for this impact that should be incorporated into a revised EIR. (Id. at pp. 9-10.)

V. The EIR Fails to Adequately Disclose and Mitigate the Project's Significant Impacts to Biological Resources.

Expert wildlife ecologist Dr. Shawn Smallwood, Ph.D., reviewed the EIR's analysis of impacts to biological resources. Dr. Smallwood's comment and CV are attached as **Exhibit B**.

Dr. Smallwood found several deficiencies in the EIR's analysis of the Project's impacts on wildlife, including: (1) the EIR underestimates the diversity of species at the Project site; (2) the EIR fails to adequately analyze and mitigate the Project's impacts to habitat loss and fragmentation, wildlife movement, traffic collisions with wildlife, domestic cat predation, and cumulative impacts; and (3) the EIR's mitigation measures are inadequate to reduce the Project's impacts to biological resources to less-than-significant levels.

A. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.

Dr. Smallwood and his associate conducted two daytime wildlife surveys on October 16 and 17, 2025 and one nocturnal wildlife survey on October 16, 2025. For the daytime surveys, they walked the perimeter of the Project site using binoculars to scan for wildlife. For the nighttime survey, they walked the southern perimeter of the Project site with a bat detector. (Ex. B, p. 2.) These surveys detected "63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status." (*Id.*, p. 5.) The special-status species observed include short-eared owl, American white pelican, American kestrel, and canyon bat. (*Id.*, pp. 16-17.)

Dr. Smallwood calculated that more thorough site visits would reveal an even greater diversity of wildlife. (Ex. B, pp. 17-20.) Given more time to survey the site, Dr. Smallwood's predicts that 159 species of vertebrate wildlife, including 28 special-status species, would be detected on site. (*Id.*, p. 20.) Based on his review of the EIR and the site visits, Dr. Smallwood concluded, "[T]he large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort." (*Id.*)

The wildlife surveys conducted for the EIR fell well short of accurately documenting the richness of wildlife utilizing the Project site. According to the EIR's surveys, only *five* vertebrate species were observed on-site. Conversely, Dr. Smallwood observed nearly 13x as many species, which lead Dr. Smallwood "to question whether [the EIR] surveyed the same wildlife community that we did."(Ex. B, p. 22.) Due to the number of species observed in the EIR's surveys, Dr. Smallwood concludes that the EIR's "survey findings need to be dismissed as entirely unreliable as a characterization of the existing wildlife community."(*Id.*)

Furthermore, the EIR's review of available wildlife databases to identify which species are known to have occurred at or near the Project site was inadequate. (Ex. B, pp. 22-31.) The EIR relied on the California Natural Diversity Data Base ("CNDDB") to determine which species have potential to occur in the Project area. (*Id.*, p. 23.) However, as Dr. Smallwood explains:

> By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, [the EIR] screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community.
> . . .
> Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence.

(*Id.*)

Based on available databases (including CNDDB, iNaturalist, and eBird) and site visits, Dr. Smallwood found that "144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential." (Ex. B, p. 23.) The EIR Biological Report only analyzed the occurrence potential for 32 special-status species, which amounts to only 22% of the special-status species identified by Dr. Smallwood. (*Id.*, p. 24.) Therefore, the EIR screened out 112 of the special-status

species known to occur at or near the Project site from further review. (*Id.*) For the 32 special-status species that were analyzed, the EIR claims that all of them were either absent from the site or have a low likelihood of occurring. Those conclusions are not accurate because, of those 32 species, "five have been documented as certainly or probably on the project site, and four have been documented within 1.5 miles of the site, and another two have been documented between 1.5 and 4 miles of the site." (Ex. B, p. 24.) special-status species, "34 have been documented on the project site, 25 have been within 1.5 miles, and 44 have been documented between 1.5 and 4 miles of the site." (*Id.*) Further analysis is needed in the EIR to address possible impacts to those species before determining that the Project will not result in significant impacts.

Every EIR must start from a "baseline" assumption. The CEQA "baseline" is the set of environmental conditions against which to compare a project's anticipated impacts. *Communities for a Better Envt. v. So. Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321; see 14 CCR § 15125(a). Due to the inadequate analysis on the Biological Report, the EIR underestimates the biological baseline at the Project site and, as a result, cannot provide substantial evidence about the severity of the Project's impacts on biological resources. As a result, the EIR must be revised to properly disclose the biological baseline and the impacts of this Project.

B. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.

Dr. Smallwood found that the EIR failed to adequately discuss numerous significant impacts that the Project will have on biological resources due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts. (Ex. B, pp. 33-44.) By failing to disclose and mitigate these impacts, the EIR is inadequate and must be revised.

1. Habitat loss and fragmentation

The EIR failed to account for the reduction in productive capacity for wildlife that will result from habitat loss. As Dr. Smallwood explains, "The site is habitat to at least 63 species of vertebrate wildlife which we observed on or adjacent to the site." (Ex. B, p. 33.) Dr. Smallwood calculates that the Project site contains approximately 188 nest sites for birds. (*Id.*, p. 34.)

As a result of habitat loss and fragmentation from the Project, Dr. Smallwood predicts that the loss of 188 nest sites would corresponds to an overall loss of 757 fledglings per year and an overall loss of 851 birds per year, most of which are protected by the federal Migratory Bird Treaty Act and California's Migratory Bird

Protection Act . (Ex. A, p. 34.) Dr. Smallwood concludes that "[t]he loss of 851 birds would easily qualify as an unmitigated significant impact." (*Id.*) The EIR must be revised to analyze, disclose, and mitigate this impact to the extent possible.

2. Wildlife Movement

Dr. Smallwood found that the EIR failed to adequately assess the Project's impacts on wildlife movement. (Ex. B, pp. 34-35.) The EIR's conclusion that wildlife movement impacts would be less than significant stands in sharp contrast to what Dr. Smallwood observed on site. As Dr. Smallwood explains,

> The project site is obviously important to wildlife movement in the region, because Noriko and I observed many large mixed flocks of red-winged blackbirds and yellow-headed blackbirds fly across the southern aspect of the project site, mostly heading east or west (Photo 21). We also observed large flocks of brown-headed cowbirds, American pipits and California horned larks flying across the project site, as well as smaller flocks of American white pelicans, great-tailed grackles, common ravens, snowy egrets (headed north), house finches, western meadowlarks, and turkey vultures. We also observed birds flying across singly, including Caspian tern, great blue heron, and short-eared owl, and there were birds foraging on the site, including American kestrel and Say's phoebe. All the bat species we detected had passed over part of the project site, because we would not have detected them unless they were calling within 30 feet of our detectors.
>
> The evidence is overwhelming that the project site is situated on the daily flight paths of thousands of birds. It is also adjacent to two large areas of natural vegetation cover, it includes a long reach of freshwater marsh that is loaded with common yellowthroats, marsh wrens, American coots, pied-billed grebes and gadwall.

(*Id.*)

Rather than engaging with the actual conditions at the Project site, the EIR relies on speculative statements such as "[the Project site] is not expected to be in use as an established corridor" and "it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species." (Ex. A, p. 35.) Instead of speculation, the EIR's conclusions "should have been based on a program of observations to establish whether and how wildlife use the project site for movement in the region." (*Id.*) Without such an analysis, the EIR fails to provide substantial evidence that impacts to wildlife movement will be less than significant.

3. Bird-Window Collisions.

The EIR fails to account for the impact to bird species from collisions with the Project's glass windows and facades. The impacts from window collisions are important because such collisions "are often characterized as either the second or third largest source or human-caused bird mortality." (Ex. B, p. 36.) Dr. Smallwood calculated that the Project would result in ***4,677 bird deaths per year*** due to collisions with the Project's windows and glass facades. (*Id.*, p. 38.) The EIR must be revised to disclose, discuss, or mitigate this impact to the extent feasible.

4. House Cat Predation

The EIR fails to account for the impact to wildlife from the introduction of domestic cats to the area. As Dr. Smallwood explains:

> In 2012 there were 0.44 house cats per human in the USA, and 122 vertebrate animals were killed per cat, free-ranging members of which killed disproportionately larger numbers of vertebrate wildlife. The SEIR reports there would be 1,574 residential units in the project, and it predicts there would be 4,958 new residents. ***The above rates of cat ownership applied to this number of new residents would predict 1,618 new cats, which based on the findings of Loss et al. (2013) would kill 197,396 vertebrate wildlife per year***.

(Ex. B, p. 39.)

Furthermore, cats introduce *Toxoplasma gondii*, which is "a parasite that can infect virtually all warm-blooded animals." (Ex. B, p. 39.) *Toxoplasma gondii* can cause toxoplasmosis, which in severe cases can damage the brain, eyes, or other organs. (Center For Disease Control, About Toxoplasmosis, https://www.cdc.gov/toxoplasmosis/about/index.html.) Additionally, "[i]nfants infected [by *Toxoplasma gondii*] while still in the womb often have no symptoms at birth but can develop symptoms later in life." (*Id.*)

Dr. Smallwood concludes that "[i]mpacts to wildlife from the introduction of house cats into the environment would be highly significant, and yet these impacts are not considered in the DEIR. (Ex. B, p. 40.) The EIR must be revised to disclose and analyze this impact. The revised EIR should also consider whether mitigating this impact is feasible through requirements on future residents constraining house cat ownership by, for example, requiring cats to remain indoors. (*Id.*)

5. Traffic-Wildlife Collisions

The EIR fails to address the impacts to wildlife from collisions with traffic generated by the Project. This omission is important because, as Dr. Smallwood explains,

> Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

(Ex. B, p. 40.) According to the EIR, the Project would result in 63,260,124 annual vehicle miles traveled ("VMT"). (*Id.*, p. 42.) Based on the Project's annual VMT, Dr. Smallwood estimates that traffic from the Project will kill at least 26, 908 vertebrates annually. (*Id.*) Especially due to the special-status species occurring and likely to occur at or near the Project, these collisions represent a significant impact to wildlife that must addressed, discussed, and mitigated in a revised EIR.

6. Cumulative Impacts

The EIR's analysis of cumulative impacts to biological resources is fundamentally flawed for not meeting the requirements of CEQA. As required by the CEQA Guidelines,

> The following elements are necessary to an adequate discussion of significant cumulative impacts: (1) Either:
> (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

(14 CCR § 15130(b).

The EIR is fundamentally deficient in its cumulative impact analysis (not only for biological resources but for *all* impacts analyzed in the EIR) because the EIR contains neither a list of past, present, and probable future projects nor a summary of projections contained in an adopted local, regional or statewide plan, or related planning document. In other words, this EIR plainly violates CEQA Guideline 15130(b) and, as a result, the cumulative impact analysis for every impact in the EIR must be revised to comply. The failure to utilize one of the two methods required by Guideline 15130(b) is fatal to this EIR.

For cumulative biological impacts specifically, the EIR relies primarily on its faulty wildlife surveys (see, *supra*, Section V.A) to conclude that the Project site has "low conservation value." (Ex. B, p. 42.) However, because the surveys that informed that conclusion are faulty, the conclusion cannot be relied upon. The EIR then claims that mitigation payments to the CVMSHCP would mitigate any cumulative impacts of the Project. However, as Dr. Smallwood notes, the CVMSHCP does *not* cover all of the special-status species observed on the Project site or likely to occur at the Project site. (*Id.*, p. 43.) As a result, mitigation payments to the CVMSHCP will have no benefit for these special-status species and cannot be relied upon to conclude that cumulative impacts will be less than significant. For those reasons, the EIR must be revised to comply with CEQA Guideline 15130(b) and to accurately analyze, disclose, ad mitigate the Project's cumulative impacts.

C. The EIR's mitigation measures for biological resources are inadequate.

Dr. Smallwood critiqued the EIR's proposed mitigation measures as being inadequate to reduce the Project's impacts to biological resources to less than significant levels. (Ex. B, pp. 44-45.) For example, the pre-construction surveys required by mitigation measure BIO-1 lack any objective standards and, as a result, "allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area or when to relax the buffers for any given species." (*Id.*)

Dr. Smallwood provides a list of feasible mitigation measures that should be incorporated into the Project to reduce impacts to biological resources. (Ex. B, pp. 45-47.) These measures include: (1) compensatory mitigation for species not covered by the CVMSHCP; (2) adhering to Bird-Safe Design Guidelines to reduce bird-window collisions; (3) compensatory mitigation for wildlife killed/injured by vehicles and window collisions; and (4) a requirement for native landscaping. (*Id.*) The EIR should be revised to adopt these feasible mitigation measures prior to approval of the Project.

CONCLUSION

For the reasons discussed above as well as the reasons raised by other commenters, including CARE California and the Leadership Council for Justice & Accountability, SAFER respectfully requests that the Board of Supervisors refrain from approving the Project and EIR at this time and, instead, direct planning staff to revise (and recirculate as appropriate) the EIR prior to taking any further action on this Project.

Sincerely,



Brian B. Flynn
Lozeau Drury LLP

EXHIBIT A

BASELINE
ENVIRONMENTAL CONSULTING

November 3, 2025
25240-00

Brian Flynn
Lozeau Drury LLP
1939 Harrison St., Suite 150
Oakland, CA 94612

Subject: **Review of Air Quality Impacts Analyzed for the Thermal Ranch Specific Plan**

Dear Mr. Flynn:

Baseline Environmental Consulting (Baseline) has reviewed the Air Quality analysis section of the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for the Thermal Ranch Specific Plan (project) in the community of Thermal, Riverside County, California. The purpose of our review was to determine whether potential environmental impacts related to air quality were appropriately evaluated, mitigated, and disclosed to the public. Based on our review, we have identified flaws in the analysis used to support the significance determinations, as described in detail below.

AIR POLLUTANT EMISSIONS

Underestimated Construction Equipment Activity

According to the Air Quality and Greenhouse Gas Report (AQ Report)[1] in Appendix B the DEIR, the California Emissions Estimator Model (CalEEMod) was used to estimate the project's criteria air pollutant emissions during construction. CalEEMod includes default construction equipment activity (i.e., type, power, and intensity of equipment operations) and schedules based on the size of a proposed development. The default construction equipment activity and schedules are derived from a survey of over 50 construction sites in California. The default construction parameters can be modified based on site-specific information, but the user is required to justify all changes from the default model settings based on substantial evidence.

As described on page 1-3 of the DEIR, the project will be implemented in two phases: Phase I will involve construction of Planning Area (PA)-1 (Equestrian Center) and PA-4 (RV Park &

[1] Terra Nova Planning & Research, Inc., 2024. Air Quality and Greenhouse Gas Report for the Thermal Ranch Specific Plan. September.

Workforce Housing) to be completed in 2026, and Phase 2 will involve construction of PA-2 (Estate Residential), PA-3 (Single-Family Residential), PA-5 (Resort Residential Complex), and PA-6 (Commercial) to be completed in 2032. As described on page 33 of the AQ Report, it was also assumed that all six Planning Areas for the proposed project would be constructed over a seven-year period, beginning in 2026 and concluding in 2032. To estimate construction emissions, the AQ Report used the default model parameters for off-road construction equipment activity in CalEEMod, but reduced the default construction schedule based on the proposed 7-year construction schedule.

As shown in **Table 1**, the default construction schedule in CalEEMod for grading, site preparation, and building construction in each Planning Area would range from 415 to 5,295 workdays (1.6 to 20.4 years). If each Planning Area is constructed sequentially with no overlap, then the total default construction schedule would be 12,190 works days (~47 years). As shown in **Table 1**, the AQ Report assumed that construction of all six Planning Areas would occur simultaneously and reduced the overall default construction schedule by 84% to fit the proposed 7-year construction schedule. In other words, the AQ Report assumed that construction could be completed in approximately 1/6th of the time relative to the CalEEMod default schedule. However, the AQ Report did not increase the default intensity of daily construction equipment activity that would be needed to complete construction in 1/6th of the time.

Table 1. DEIR Modeled Schedule Reductions to CalEEMod Default Workdays

Phase	PA	Description	DEIR Modeled Acres	CalEEMod Default Workdays[1]	DEIR Modeled Workdays[2]	Net Reduction (Percentage)
1	1	Equestrian Center	223.1	5,295	1,971	84%
	4a	Workforce Housing	41.1	845		
	4b	Equestrian RV Park				
2	2	Estate Residential	194.1	3,530		
	3	Single-Family Residential	69.5	1,260		
	5a	Resort Condos	50.2	845		
	5b	Hotel				
	6	Commercial Retail	21.4	415		
		Total	**599.4**	**12,190**	**1,971**	**84%**

Note: The default workdays are for grading, site preparation, and building construction based on modeled acreage.
[1] ICF, 2022. CalEEMod User Guide, Appendix G: Default Data Tables. April.
[2] Terra Nova Planning & Research, Inc., 2024. Air Quality and Greenhouse Gas Report for the Thermal Ranch Specific Plan. Appendix A Thermal Ranch Specific Plan CalEEMod Outputs. September.

For example, the default equipment activity and schedule for grading a 600-acre site assumes that **one grader** would operate 8 hours per day for 930 workdays (7,440 hours). To grade the same site in 1/6th of the time, it would be reasonable to assume that **six graders** would be needed to operate 8 hours per day for 155 workdays (7,440 hours) to support the schedule reduction. By increasing the intensity of equipment use in proportion to the corresponding schedule reduction, the overall level of effort required to grade the site is preserved. However, the AQ Report for the DEIR did not increase the default intensity of equipment activity to preserve the level of effort required to complete construction in 1/6th of the time. To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, which would exceed the applicable thresholds of significance. The severity of criteria air pollutant emissions during project construction should be reevaluated, disclosed to the public, and mitigated below the thresholds of significance or to the maximum extent feasible.

Overlapping Construction and Operation Emissions

The AQ Report did not model the construction emissions associated with each individual phase of the project nor evaluate the emissions associated with each individual Planning Area. Instead, the AQ Report assumed that construction of all the Planning Areas would occur simultaneously from 2026 to 2032 and then operation of each Planning Area would begin in 2032 after construction is complete (see **Figure 1**).

The analysis of criteria air pollutant emissions presented in the AQ Report is not representative of the proposed project because it blurs the schedule of construction and operation for each Planning Area, and fails to disclose that construction and operation of the Planning Areas will likely overlap. For example, **Figure 2** shows a potential build scenario that would be more representative of the project, where construction of each Planning Area begins in 2026 and is completed according to the default CalEEMod schedule associated with the acreage of each Planning Area. In this scenario, it is assumed that the overall intensity of construction activity would need to be at least six times higher in 2026 than the construction intensity assumed in the AQ Report in order to complete construction within the proposed seven-year period.

As shown in **Figure 2**, there would be overlapping years of construction and operation that would result in a combination of criteria air pollutant emissions that could be significantly higher than the emissions estimated in the DEIR. The severity of the criteria air pollutant emissions from the overlapping years of construction and operation should be evaluated, disclosed to the public, and mitigated below the thresholds of significance or to the maximum extent feasible.

Figure 1. Construction and Operation Phasing Diagram of DEIR Air Quality Analysis

Phase	PA	Description	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
1	1	Equestrian Center											
	4a	Workforce Housing											
	4b	Equestrian RV Park											
2	2	Estate Residential											
	3	Single Family Residential											
	5a	Resort Condos											
	5b	Hotel											
	6	Commercial Retail											

Key
Construction
Operation

Notes: Based on CalEEMod report included in Appendix A of the AQ Report.

Figure 2. Construction and Operation Phasing Diagram of a Representative Build Scenario

Phase	PA	Description	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
1	1	Equestrian Center*											
	4a	Workforce Housing											
	4b	Equestrian RV Park											
2	2	Estate Residential**											
	3	Single Family Residential											
	5a	Resort Condos											
	5b	Hotel											
	6	Commercial Retail											

Key
Construction
Operation

Notes: Based on default CalEEMod schedules for grading, site preparation, and building construction, except as noted below.
* Reduced default building construction schedule by ¼ for barn structures.
** Reduced default building construction schedule by ½ for estate structures.

AIR QUALITY HEALTH RISKS

Unsubstantiated Analysis of Construction Health Risks

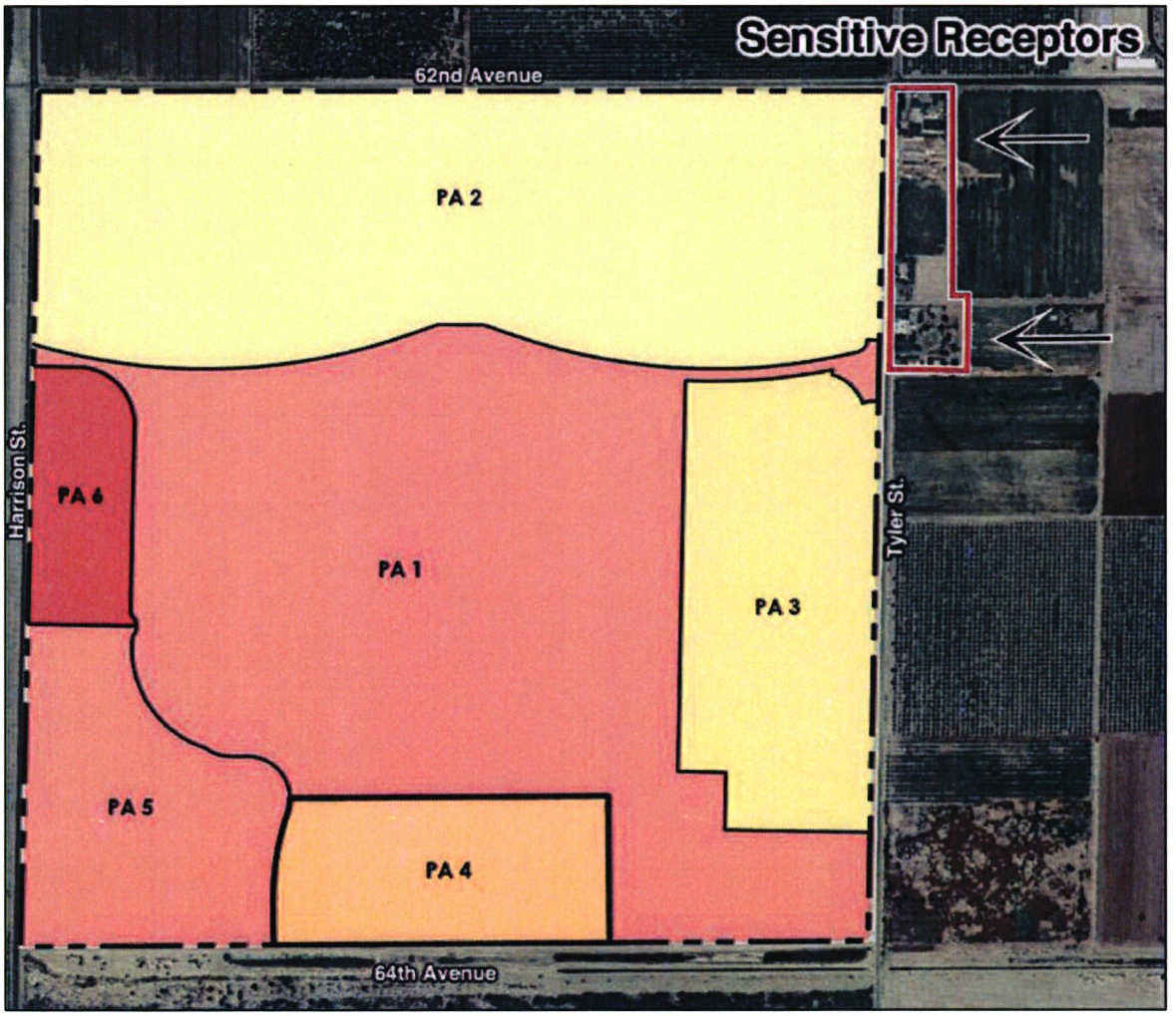
Project construction and operation would generate diesel particulate matter (DPM) emissions from the exhaust of off-road diesel equipment and on-road vehicles that could pose health risks to nearby sensitive receptors. The California Air Resources Board (CARB) has identified DPM as a toxic air contaminant (TAC) based on its potential to cause cancer and other adverse health effects.[2] Adverse health effects associated with particulate matter can vary based on factors

[2] California Air Resources Board, 1998. Initial Statement of Reasons for Rulemaking; Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, June.

such as particle size, source, and chemical composition. DPM is typically composed of carbon particles and a variety of organic compounds including more than 40 known cancer-causing organic substances.

As stated on page 37 of the AQ Report and shown in **Figure 3**, the closest sensitive receptors are residences along Tyler Street approximately 50 feet east of the project site. Sensitive receptors near the project site could be exposed to DPM emissions generated during project construction. However, the DEIR did not evaluate health risks to nearby sensitive receptors exposed to DPM during project construction.

Figure 3. Nearby Sensitive Receptors



Source: Figure 2.5-1 of the DEIR.

Comment C-4 on page 40 of the FEIR states the following:

> *The DEIR concludes that the Project will have a less than significant health risk impact on sensitive receptors because the Project's emissions do not exceed the South Coast Air Quality Management District's ("SCAQMD") localized significance thresholds ("LST"). However, this conclusion is entirely unsupported because it is not based on an analysis of the principle air pollutants which contribute to increased cancer risk– toxic air contaminants ("TACs"), including diesel particulate matter ("DPM"), a common pollutant emitted from diesel construction equipment, trucks, and generators.*

In Response C-4, the FEIR claims that use of the LST for fine particulate matter ($PM_{2.5}$) is adequate to evaluate health risks from DPM because more than 90 percent of DPM is less than one micrometer in diameter and thus is a subset of $PM_{2.5}$. However, this claim has no relevance to the fact that the SCAQMD's LSTs only apply to criteria air pollutants and were not designed to evaluate localized health risks from exposure to DPM, because the toxicities of DPM and ambient $PM_{2.5}$ are not equal.

As stated in the SCAQMD's Localized Significance Threshold Methodology,[3] the 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." In California, only about 8% of the average ambient $PM_{2.5}$ concentration in outdoor air is comprised of DPM. [4] While the federal and state ambient air quality standards established for $PM_{2.5}$ were designed to be protective of human health for ambient conditions, these standards are not representative of particulate matter emissions from construction that contain significantly higher concentrations of DPM than typical ambient concentrations due to the exhaust from diesel-powered construction equipment. Therefore, there is no substantial evidence provided in the FEIR to support the use of the SCAQMD's LST for $PM_{2.5}$ to evaluate potential health risks to sensitive receptors exposed to DPM from the exhaust of diesel-powered construction equipment.

According to the Office of Environmental Health Hazard Assessment (OEHHA), cancer risk can be estimated for projects lasting more than two months.[5] The duration of project construction is expected to last at least 7 years, which is substantially longer than the two-month limitation

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[3] South Coast Air Quality Management District (SCAQMD), 2003 (revised 2008). Final Localized Significance Threshold Methodology. July.
[4] California Air Resources Board (CARB), 2023. Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed April 1,2023.
[5] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.

for short-term exposures recommended by OEHHA. OEHHA also states that there is valid scientific concern that the rate of short-term exposure may influence the risk – in other words, a higher exposure to a carcinogen over a short period of time may be a greater risk than the same total exposure spread over a much longer period. Therefore, a health risk assessment should be performed to estimate the incremental increase in cancer risk for nearby sensitive receptors exposed to DPM emissions during project construction in accordance with the OEHHA guidance. The health risk assessment should also evaluate health risks to on-site residences that are located in completed Planning Areas while construction of adjacent Planning Areas is ongoing.

VALLEY FEVER

Valley fever, also known as coccidioidomycosis, is a disease caused by inhaling spores of the fungus Coccidioides from airborne dust and soil. Coccidioides grow best in soil after heavy rainfall and then disperse into the air most effectively during hot, dry conditions. Exposure to Coccidioides can infect the lungs and cause respiratory symptoms including cough, fever, chest pain, and tiredness.

In California, the number of reported Valley fever cases has greatly increased in recent years. Since 2000, Valley fever cases increased from less than 1,000 cases to nearly 12,500 cases in 2024, the highest number on record for California.[6] Riverside County, where the project is located, confirmed 465 cases in 2024. As of August 2025, 322 cases have been reported, which is a 58% rise from the same period last year.[7]

The DEIR and FEIR did evaluate the potential risk of Valley fever to receptors exposed to dust emissions during project construction. The failure of the DEIR and FEIR to evaluate, disclose, and mitigate (if necessary) the risk of Valley fever to receptors during project construction presents a significant date gap.

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[6] California Department of Public Health, 2025. Valley Fever. https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/Coccidioidomycosis.aspx

[7] County of Riverside, 2025. Public Health Officials Report Increase in Valley Fever Cases in Riverside County. August 28. https://rivco.org/news/public-health-officials-report-increase-valley-fever-cases-riverside-county

CONCLUSIONS

Based on our review of the DEIR and FEIR, air quality impacts have not been adequately evaluated, disclosed, and/or mitigated to the maximum extent feasible. As a result, Baseline recommends that Riverside County prepare a revised CEQA analysis to evaluate and mitigate the air quality impacts described above.

Sincerely,

Patrick Sutton
Principal Environmental Engineer

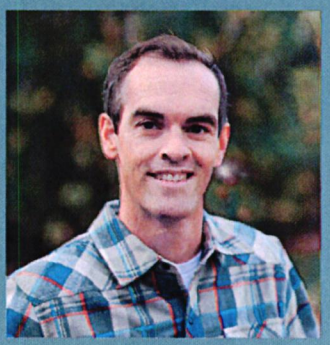
ATTACHMENT A

RESUME

Patrick Sutton, P.E.

BASELINE ENVIRONMENTAL CONSULTING

Principal Environmental Engineer



Areas of Expertise

Air Quality, GHGs, Noise, Hazardous Materials, Geology, and Hydrology

Education

M.S., Civil and Environmental Engineering, University of California – Davis

B.S., Environmental Science, Dickinson College

Registration

Professional Engineer No. 13609 (RI)

Years of Experience

20 Years

Patrick Sutton is an environmental engineer who specializes in the assessment of hazardous materials released into the environment. Mr. Sutton prepares technical reports in support of environmental review, such as Phase I/II Environmental Site Investigations, Air Quality Reports, and Health Risk Assessments. He has prepared numerous CEQA/NEPA evaluations for air quality, GHGs, noise, energy, geology, hazardous materials, and water quality related to residential, commercial, and industrial projects, as well as large infrastructure developments. His proficiency in a wide range of modeling software (AERMOD, CalEEMod, RCEM, CT-EMFAC) as well as relational databases, GIS, and graphics design allows him to thoroughly and efficiently assess and mitigate environmental concerns.

For mixed-use development projects, Mr. Sutton has prepared health risk assessments for sensitive receptors exposed to toxic air contaminants based on air dispersion modeling. For large transportation improvement projects, Mr. Sutton has prepared air quality and hazardous materials technical reports in accordance with Caltrans requirements. The air quality assessments include the evaluation of criteria air pollutants, mobile source air toxics, and GHG emissions to support environmental review of the project under CEQA/NEPA and to determine conformity with the State Implementation Plan. The hazardous materials investigations include sampling and statistically analysis of aerially-deposited lead adjacent to highway corridors. Mr. Sutton is also an active member of ASTM International and is the author of the Standard Practice for Low-Flow Purging and Sampling Used for Groundwater Monitoring.

Project Experience

Alameda CTC I-80/Ashby Avenue Interchange Improvements. Prepared Phase I/II ESAs to evaluate contaminants of potential concern in soil and groundwater. Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and support CEQA/NEPA environmental review.

Oakland Downtown Specific Plan EIR. Prepared a program- and project-level Air Quality and GHG Emissions analysis. Developed a mitigation measure with performance standards to ensure GHG emissions from future projects comply with the Citywide 2030 GHG reduction target.

CCTA I-680 Express Lanes from SR 84 to Alcosta Boulevard Project. Prepared Initial Site Assessment and Preliminary Site Investigation to evaluate contaminants of potential concern in soil and groundwater. Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and to support environmental review of the project under CEQA and NEPA.

Altamont Corridor Expressway (ACE/Forward) Project EIR/EIS. Prepared a program- and project-level Hazardous Materials analysis for over 120 miles of railroad corridor from San Jose to Merced. Hazardous materials concerns, such as release sites, petroleum pipelines, agricultural pesticides, and nearby school sites were evaluated in GIS.

BART Silicon Valley Extension Project. Prepared Initial Site Assessment and Hazardous Materials EIS/EIR section for extending 6 miles of proposed BART service through the Cities of San Jose and Santa Clara.

EXHIBIT B

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Russell Brady, Senior Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, California 92501

30 October 2025

RE: Thermal Ranch Specific Plan

Dear Mr. Brady,

I write to comment on potential impacts to biological resources that would result from development of the proposed Thermal Ranch Specific Plan. I understand the project would add a 223.1-acre equestrian center, 1,362 dwelling units in a mix of residential neighborhoods and up to 320 RV spaces, a 150-room hotel, 10,000 square-feet of office space, 275,000 square-feet of retail space, and 150,000 square-feet of commercial space, all on 619 acres at the southwest corner of 62nd Ave and Tyler St in Thermal, California. My comments that follow address my concerns that the Draft Environmental Impact Report (DEIR), supported by WSP USA Environment & Infrastructure, Inc. (WSP 2022) mischaracterizes the existing environmental setting, and that its impacts analysis is flawed and its mitigation measures are inadequate.

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and Raptor Research Foundation, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for thirty-seven years. My CV is attached.

THE WILDLIFE COMMUNITY AS A BIOLOGICAL RESOURCE

Most environmental reviews pursuant to the California Environmental Quality Act (CEQA) focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts specifies that such evaluation includes potential impacts to special-status species. However, an important policy of CEQA is "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history." Pub. Res. Code § 21001(c). This policy is not

restricted to special-status species, but it also applies to wildlife populations and plant and animal communities. In fact, the CEQA Guidelines Section 21155.1 defines wildlife habitat as "the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection." This definition is consistent with the scientific definition of habitat, which is that portion of the environment that is used by members of a species for survival and reproduction (Hall et al. 1997). An essential portion of the environment used by any special-status species is composed of the collection of other species of plants and wildlife, because these species are forage, provisioners of refugia and nest substrates, and ecological mutualists; no special-status species can exist in a vacuum of other wildlife. The CEQA Checklist Evaluation assigns priority to special-status species to balance information and cost, but it does not exclude the need to evaluate environmental impacts to other species, which, after all, are members of the very communities within which special-status species inter-depend for survival and reproduction.

All wildlife species should be of concern in a CEQA review, but the CEQA prioritizes special-status species. The species I consider to be special-status species are those listed in California's Special Animals List inclusive of threatened and endangered species under the California and federal Endangered Species Acts, candidates for listing under CESA and FESA, California's Fully Protected Species, California species of special concern, and California's Taxa to Watch List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406), continental and region-specific US Fish and Wildlife Service Birds of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf), and naturally rare species such as raptors protected by California's Birds of Prey laws, Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 (see https://wildlife.ca.gov/Conservation/ Birds/Raptors).

What follows is a summary of a site visit to detect as many of the species of wildlife as possible within the short time available. The survey was also intended to detect as many of the special-status species as possible, but with the understanding that most special-status species are less readily detectable due to rarity and crypticity. Nonetheless, the species detected can indicate the ecological integrity of the site and thus the likelihood of occurrence of special-status species not yet detected.

SITE VISIT

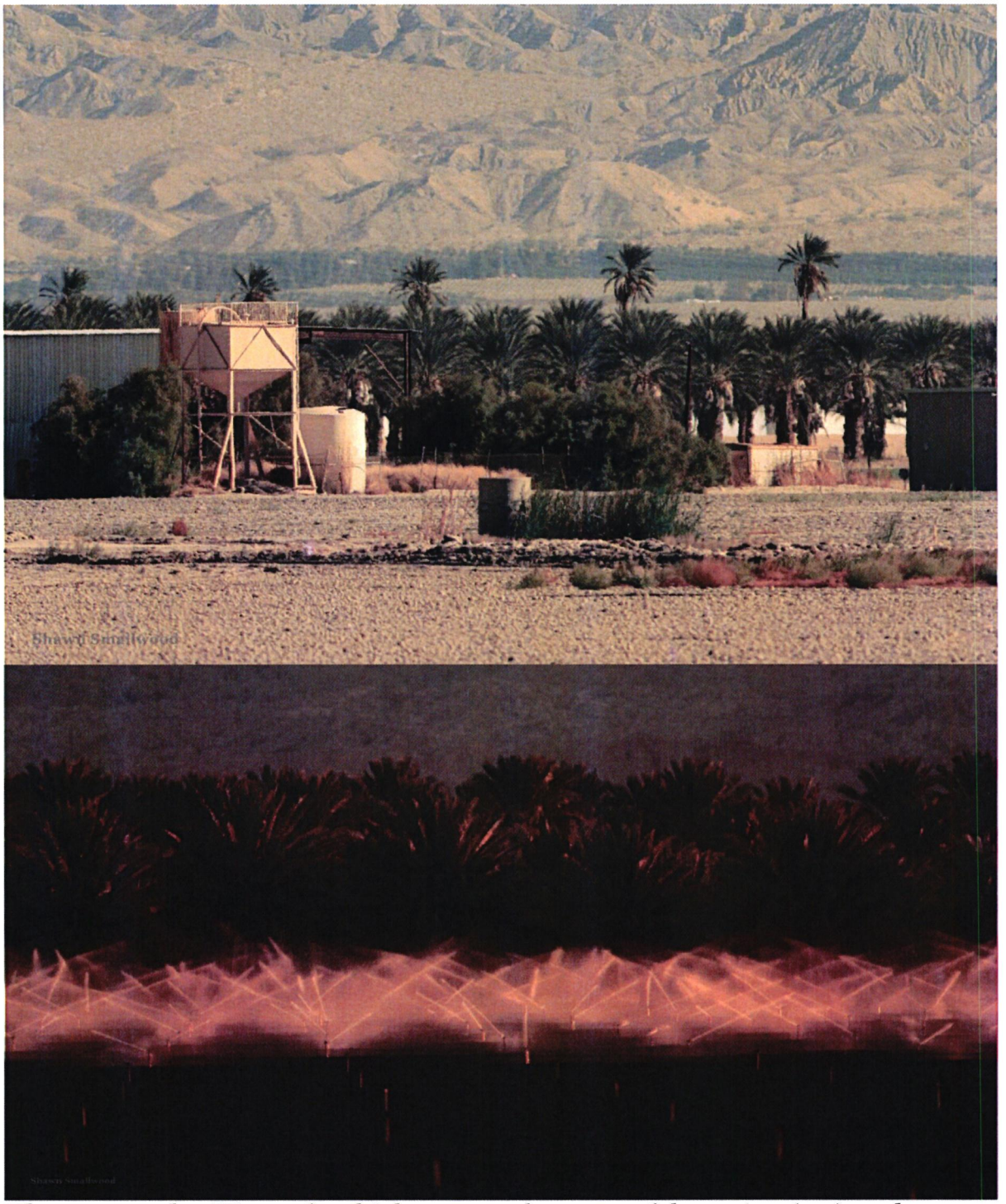
Noriko Smallwood, a wildlife biologist with a Master of Science Degree from California State University Los Angeles, and I visited the site of the proposed project for 1.67 hours of diurnal survey from 16:33 to 18:13 hours and 2.5 hours of nocturnal survey from 18:15 to 20:45 hours on 16 October 2025, and for 3.17 hours of diurnal survey from 06:30 to 09:30 hours on 17 October 2025. During daylight, we walked the site's perimeter where accessible, stopping to scan for wildlife with use of binoculars. At night, we strapped a Pettersson M500 acoustic bat detector atop a 9.1-m pole, and cabled the detector to her computer, which ran Sonobat Live. We ran an additional bat detector on a 2-m pole (3 m above ground) while walking along the southern border of the site. Sonobat Live identifies bats to species based on the bats' sonograms that are detected by the M500. We recorded all species of vertebrate wildlife she detected, including those whose

members flew over the site or were seen just off the site. Animals of uncertain species identity were either recorded to the Genus or higher taxonomic level.

On 16 October 2025, conditions were sunny with no wind and temperatures of 85-80° F during the diurnal survey, and clear with no wind and temperatures of 80-69° F during the nocturnal survey. On 17 October 2025, conditions were sunny with no wind and temperatures of 59-78° F. The site is primarily agricultural fields next to freshwater marsh and shrub scrub to the south and west, and date palms to the north and east (Photos 1-4).



Photos 1 and 2. *Views of the project site (top), and the freshwater marsh just south of the site (bottom), 17 October 2025.*



Photos 3 and 4. *Views of multiple trees on the center of the project (top), and sprinklers on the project site (bottom), 17 October 2025.*

We saw turkey vulture and American kestrel (Photos 5 and 6), red-tailed hawk and Caspian tern (Photos 7 and 8), American white pelican and American coot (Photos 9 and 10), great blue heron and green heron (Photos 11 and 12), pied-billed grebe (Photo 13),

ladder-backed woodpecker and verdin (Photos 14 and 15), phainopepla (Photo 16), northern mockingbird and black phoebe (Photos 17 and 18), Say's phoebe and great-tailed grackle (Photos 19 and 20), brown-headed cowbird and common raven (Photos 21 and 22), yellow-headed blackbird and red-winged blackbird (Photos 23 and 24), song sparrow and common yellowthroat (Photos 25 and 26), Lincoln's sparrow and white-crowned sparrow (Photo 27), Abert's towhee and American pipit (Photos 28 and 29), largemouth bass (Photo 30), canyon bat, Mexican free-tailed bat, and Yuma myotis (Photos 31, 32, and 33), among the other species listed in Table 1. We detected 63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status (Table 1).

Noriko Smallwood certifies that the foregoing and following survey results are true and accurately reported.

Noriko Smallwood

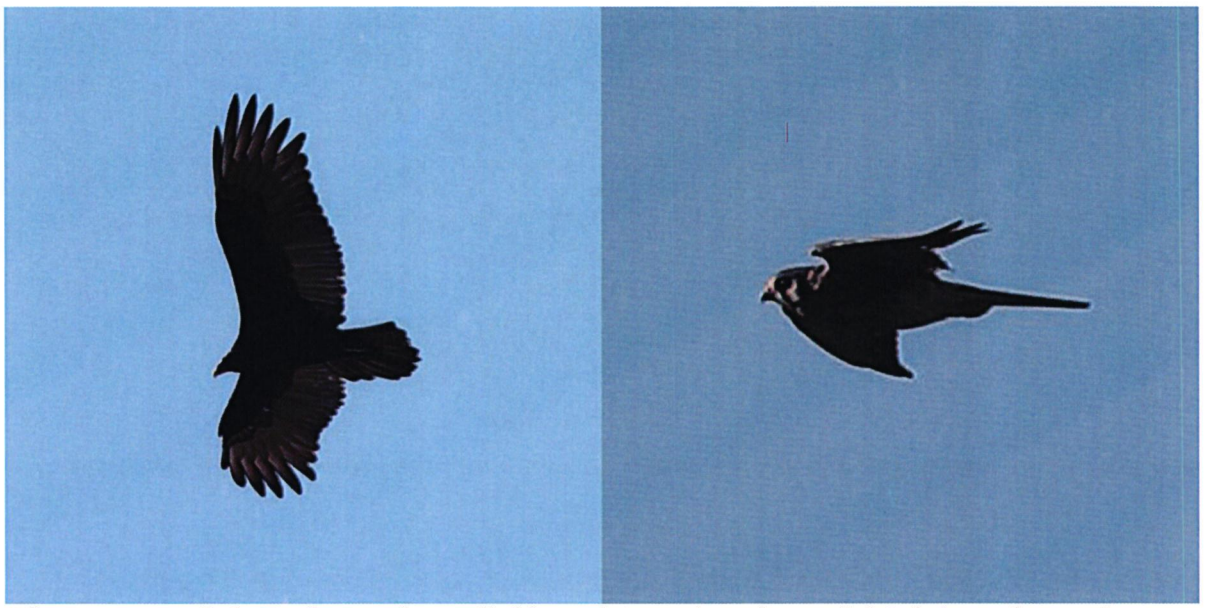
All the species in Table 1 would lose habitat as the result of the project, even though many of them were observed on the adjacent scrublands. Even the species associated with the freshwater marsh environments just south of the site would be adversely affected, because they would lose access to forage sourced from surrounding uplands, and because they would be vulnerable to the intrusive effects of artificial light and noise from neighboring homes, mosquito and vector control, and from house cats, dogs and people.

ANALYSIS OF RECONNAISSANCE SURVEY DATA

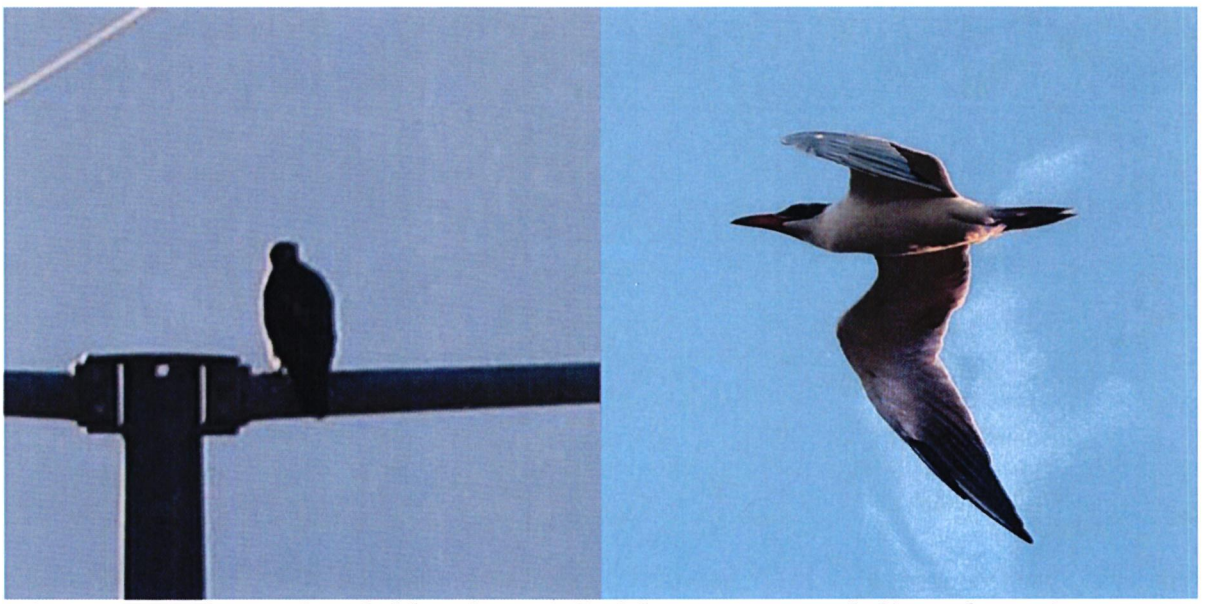
We detected 63 species of vertebrate willdife, which was a large number for the brevity of our survey effort. All the species in Table 1 would lose habitat as the result of the project and its replacement of natural ground covers with impervious surfaces. Smallwood and Smallwood (2023) confirmed this habitat loss by measuring the impacts of similar developments on species richness and the abundances of wildlife. Smallwood and Smallwood (2023) directly compared the species and the numbers of animals observed prior to development to the those observed after development, while they did the same at control sites. The measured losses of these species resulting from development are indicative of habitat loss, because habitat is defined as that portion of the environment that is used for survival and reproduction by members of a species (Hall et al. 1997), and this use is inferred by observations of the presence of a species (Smallwood 2002).

However, the species of wildlife we detected at the project site were not the only species that were present during her surveys, as there are always species that are not detected. To demonstrate this, I fit a nonlinear regression model to our cumulative number of vertebrate species detected with time into our morning survey to predict the number of species that we would have detected with a longer survey or perhaps with additional biologists available to assist us. The type of model is a logistic growth model, which reaches an asymptote that corresponds with the theoretical maximum number of

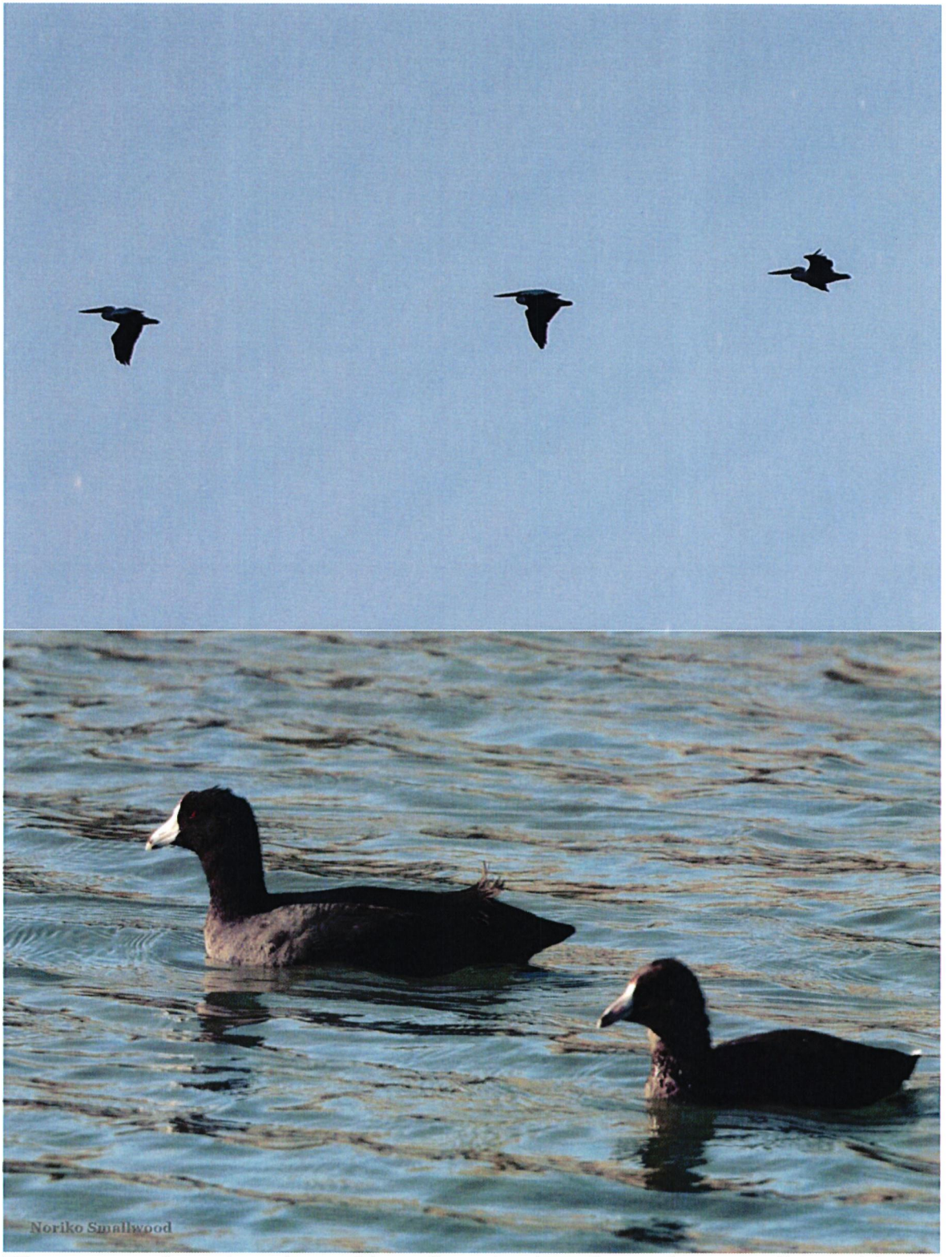
vertebrate wildlife species that could have been detected during the survey. The model fit to our survey data from the morning of 17 September predicts 81 species of vertebrate wildlife were available to be detected, or 32 more species than we detected that morning (Figure 1). Note that our species detection rate exceeded the upper bound of the 95% confidence interval estimated from the many morning surveys we have completed throughout the region.



Photos 5 and 6. *Turkey vulture (left), and American kestrel (right) on the project site, 17 and 16 October 2025. Photos by Noriko Smallwood.*



Photos 7 and 8. *Red-tailed hawk just off of the project site (left), and Caspian tern on the project site (right), 16 and 17 October 2025. Photos by Noriko Smallwood.*



Photos 9 and 10. *American white pelican (top), and American coot (bottom) just south of the project site, 16 and 17 October 2025. Photos by Noriko Smallwood.*



Photos 11 and 12. *Great blue heron (top), and green heron (bottom) just south of the project site, 17 October 2025.*

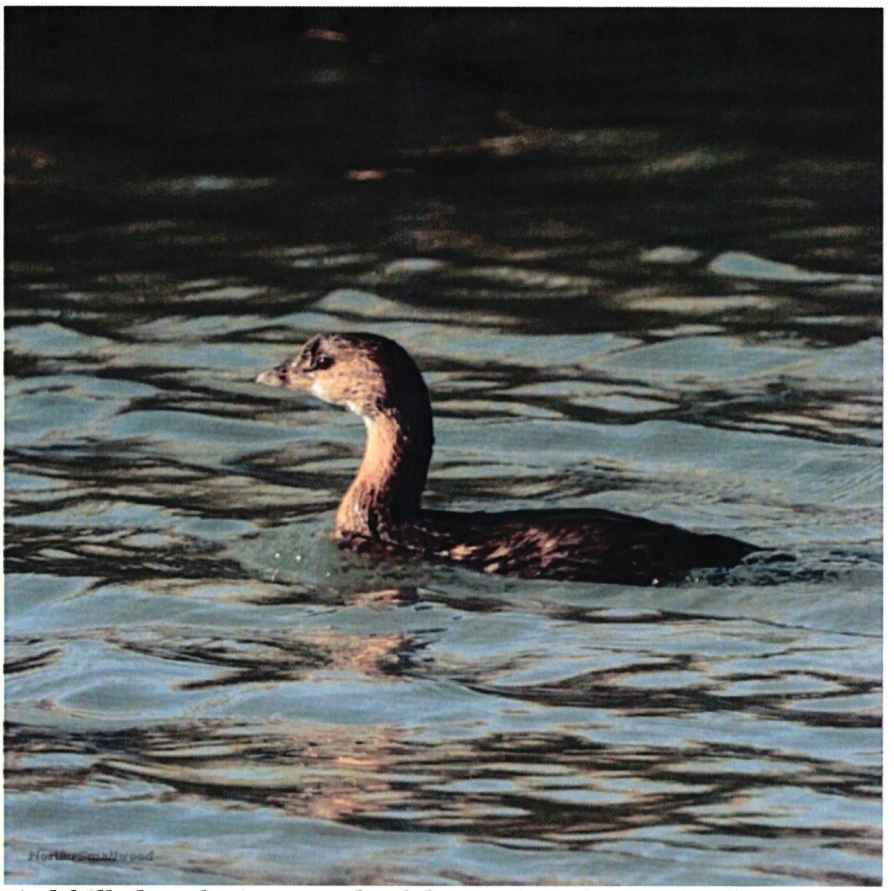


Photo 13. *Pied-billed grebe just south of the project site, 17 October 2025.*



Photos 14 and 15. *Ladder-backed woodpecker (left), and verdin (right) just off of the project site, 17 and 16 October 2025. Photos by Noriko Smallwood.*

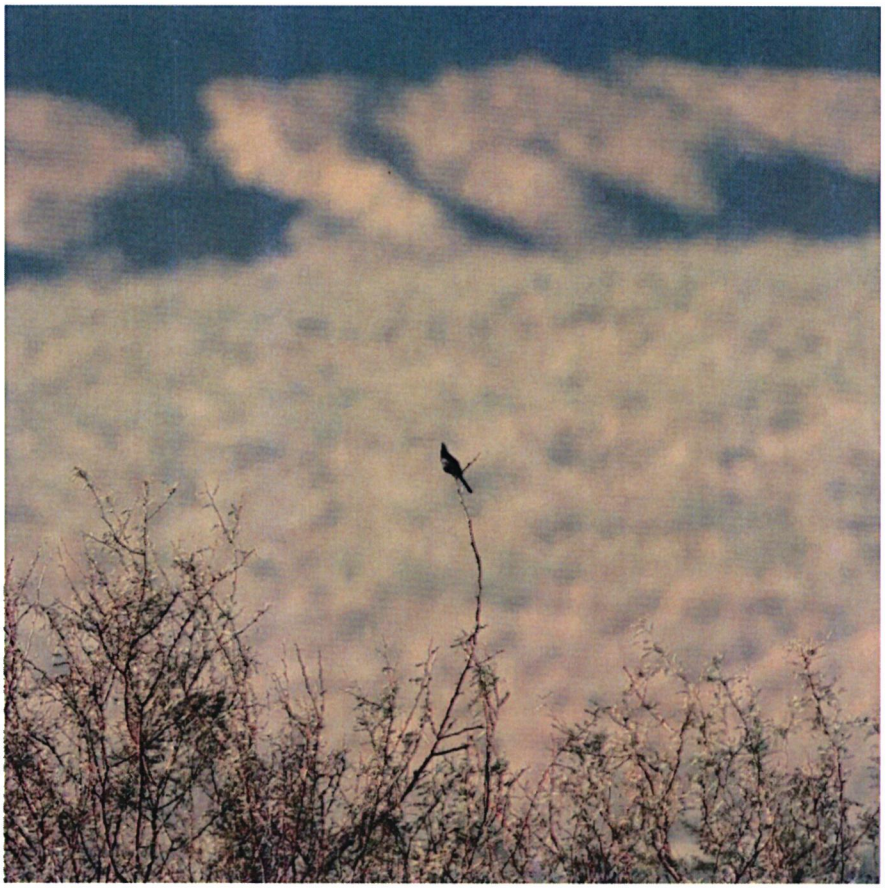
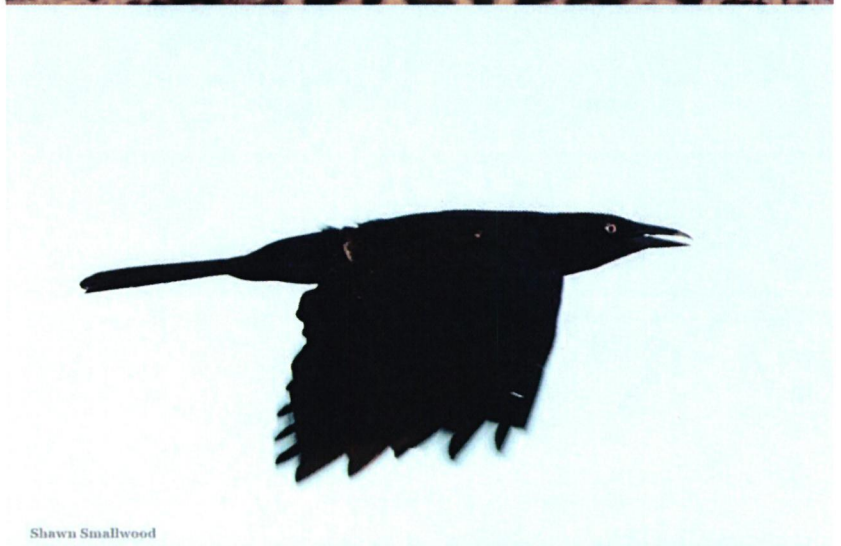


Photo 16. *Phainopepla just off of the project site, 17 October 2025.*



Photos 17 and 18. *Northern mockingbird (left), and black phoebe (right) just off of the project site, 17 October 2025. Right photo by Noriko Smallwood.*



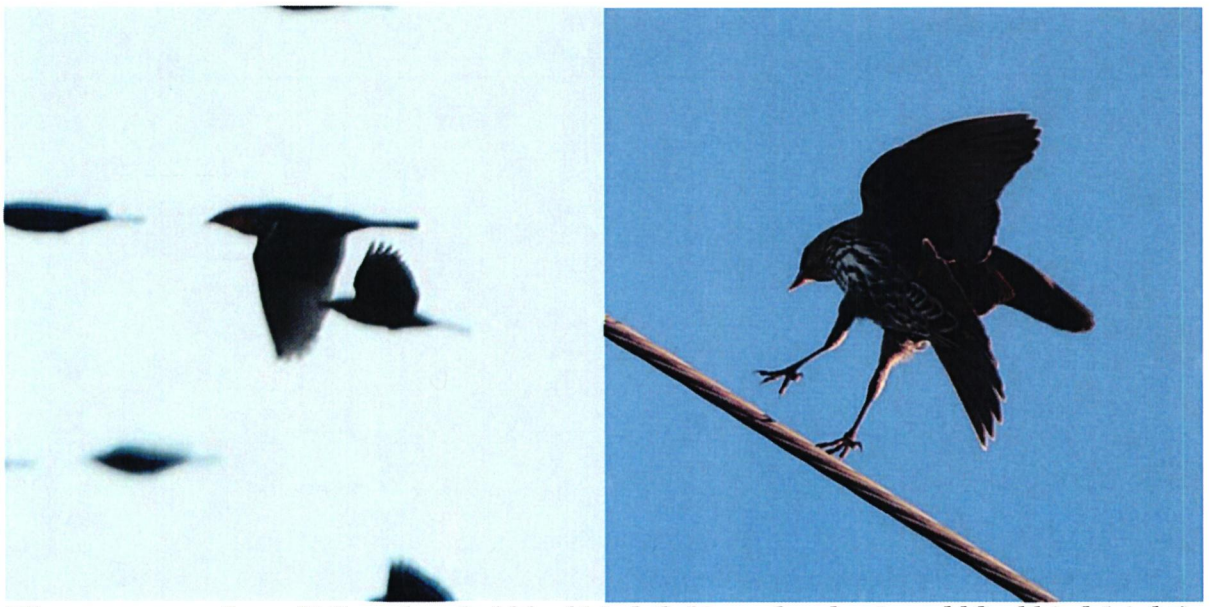




Photos 19, 20, and 21. *Say's phoebe (top), great-tailed grackle (middle), and a flock of mostly brown-headed cowbirds (bottom) on the project site, 16 October 2025. Bottom photo by Noriko Smallwood.*



Photo 22. *Common raven on the project site, 16 October 2025.*



Photos 23 and 24. *Yellow-headed blackbird (left), and red-winged blackbird (right) on the project site, 16 and 17 October 2025. Right photo by Noriko Smallwood.*



Photos 25 and 26. *Song sparrow (left), and common yellowthroat (right) just off of the project site, 16 and 17 October 2025.*



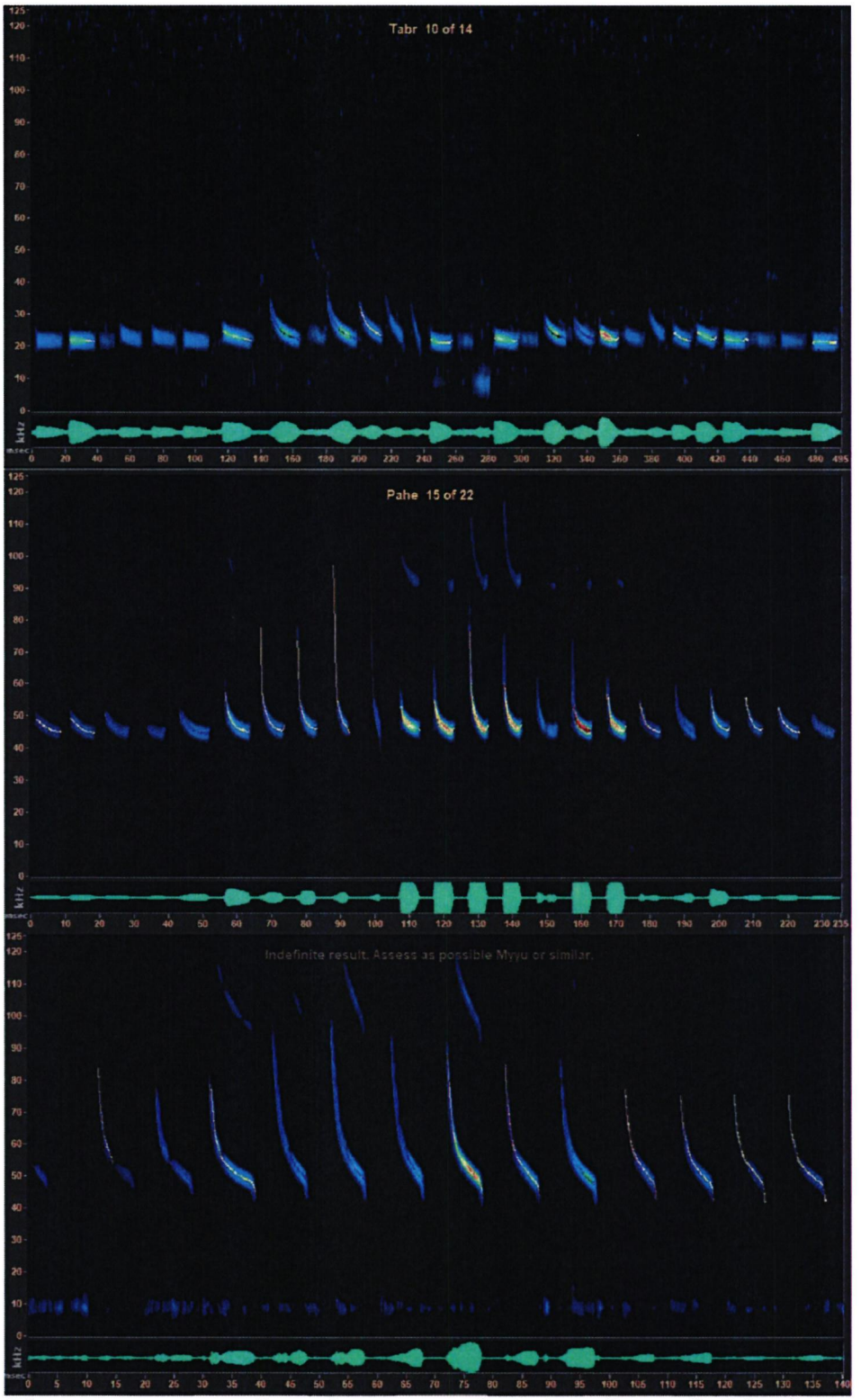
Photo 27. *Lincoln's sparrow and white-crowned sparrow on the project site, 17 October 2025. Photo by Noriko Smallwood.*



Photos 28 and 29. *Abert's towhee just off of the project site (left), and American pipit on the project site (right), 16 and 17 October 2025. Photos by Noriko Smallwood.*



Photo 30. *Largemouth bass in the freshwater marsh just south of the project site, 17 October 2025. Photo by Noriko Smallwood.*



Photos 31, 32, and 33. *Sonogram of Mexican free-tailed (top) canyon bat (middle), and Yuma myotis (bottom) detected on site using Sonobat Live and a Pettersson M500, 16 October 2025.*

Table 1. *Species of wildlife Noriko and I observed during 1.67 hours of diurnal survey and 2.5 hours of nocturnal survey on 16 October 2025, and during 3.17 hours of diurnal survey on 17 October 2025.*

Common name	***Species name***	**Status[1]**	**Notes**
Largemouth bass	*Micropterus nigricans*		Just off site in marsh
Rio Grande leopard frog	*Lithobates berlandieri*	Non-native	1 on site, 1 in marsh
Western side-blotched lizard	*Uta stansburiana elegans*		Probable, just off site
Gadwall	*Mareca strepera*		Just off site in marsh
Pied-billed grebe	*Podilymbus podiceps*		Just off site in marsh
Rock pigeon	*Columba livia*	Non-native	Just off site
Eurasian collared-dove	*Streptopelia decaocto*	Non-native	Just off site
Common ground dove	*Columbina passerina*		Flew over
Costa's hummingbird	*Calypte costae*	BCC	Just off site
American coot	*Fulica americana*		Just off site in marsh
Killdeer	*Charadrius vociferus*		Just off site
Least sandpiper	*Caladris minutilla*		Just off site in marsh
Caspian tern	*Hydroprogne caspia*		Flew over
American white pelican	*Pelacanus erythrorhynchos*	SSC1	Flew over
Great blue heron	*Ardea herodias*		Flew over, 1 in marsh
Snowy egret	*Egretta thula*		Flew off site
Green heron	*Butorides virescens*		Just off site in marsh
Turkey vulture	*Cathartes aura*	BOP	Soared over
Red-tailed hawk	*Buteo jamaicensis*	BOP	Just off site
Short-eared owl	*Asia flammeus*	BCC, SSC3, BOP	Called in evening
Ladder-backed woodpecker	*Dryobates scalaris*		Just off site
American kestrel	*Falco sparverius*	BOP	Flew over, perched
Black phoebe	*Sayornis nigricans*		Foraged
Say's phoebe	*Sayornis saya*		Foraged on site
Common raven	*Corvus corax*		Flew over
Verdin	*Auriparus flaviceps*	BCC	Just off site
California horned lark	*Eremophila alpestris actia*	WL	Flew over
Northern rough-winged swallow	*Stelgidopteryx serripennis*		Flew over
Phainopepla	*Phainopepla nitens*		Perched just off site
Black-tailed gnatcatcher	*Polioptila melanura*	WL	Just off site
Marsh wren	*Cistothorus palustris*		Just off site in marsh
Northern mockingbird	*Mimus polyglottos*		Just off site
American pipit	*Anthus rubescens*		Flew over
House finch	*Haemorphous mexicanus*		Flew over
Lesser goldfinch	*Spinus psaltria*		Flew over
White-crowned sparrow	*Zonotrichia leucophrys*		Just off site
Vesper sparrow	*Pooecetes gramineus*		Just off site
Savannah sparrow	*Passerculus sandwichensis*		Just off site

Common name	*Species name*	Status[1]	Notes
Song sparrow	*Melospiza melodia*		Many foraged in marsh
Lincoln's sparrow	*Melospiza lincolnii*		Just off site
Abert's towhee	*Melozone aberti*		Just off site, foraged
Yellow-headed blackbird	*X. xanthocephalus*	SSC3	Flock flew over
Western meadowlark	*Sturnella neglecta*		Flew over
Red-winged blackbird	*Agelaius phoeniceus*		Many, flocks flew over
Brown-headed cowbird	*Molothrus ater*		Many, flocks flew over
Great-tailed grackle	*Quiscalus mexicanus*		Many, flocks flew over
Orange-crowned warbler	*Oreothlypis celata*		Just off site
Common yellowthroat	*Geothlypis trichas*		Just off site
Yellow-rumped warbler	*Setophaga coronata*		Just off site
Yuma myotis	*Myotis yumanensis*	WBWG:LM	Certain detection
Long-legged myotis	*Myotis volans*	WBWG:H	Probable detection
California myotis	*Myotis californicus*	WBWG:L	Probable detection
Canyon bat	*Parastrellus hesperus*	WBWG:M	Certain detection
Hoary bat	*Lasiurus cinereus*	WBWG:M	Probable detection
Western red bat	*Lasiurus blossevillii*	SSC, WBWG:H	Probable detection
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG:H, CVMSHCP	Probable detection
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L	Certain detection
Pocketed free-tailed bat or big free-tailed bat	*Nyctinomops femorosaccus or N. macrotis*	SSC, WBWG:M or SSC, WBWG:MH	Probable detection
Coyote	*Canis latrans*		Tracks
Kangaroo rat	*Dipodomys sp.*		Burrows just off site
California vole	*Microtus californicus*		Burrows just off site
Pocket mouse	*Perognathus*		Burrows just off site
Botta's pocket gopher	*Thomomys bottae*		Burrows on site

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); SSC = California Species of Special Concern, and SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors); CVMSHCP = covered by the Coachella Valley Multi-Species Habitat Conservation Plan.

Because our bat survey lasted only a small portion of one night, I fit the same type of model to our rate of bat species detections (Figure 2). This model predicts we would have detected twice the number of bat species if we had surveyed all night long. Our bat species detection rate also followed the upper bound of the 95% CI estimated for bats statewide.

Figure 1. *Actual and predicted relationships between the numbers of vertebrate wildlife species detected and the elapsed survey time based on our visual-scan surveys on 17 October 2025.*

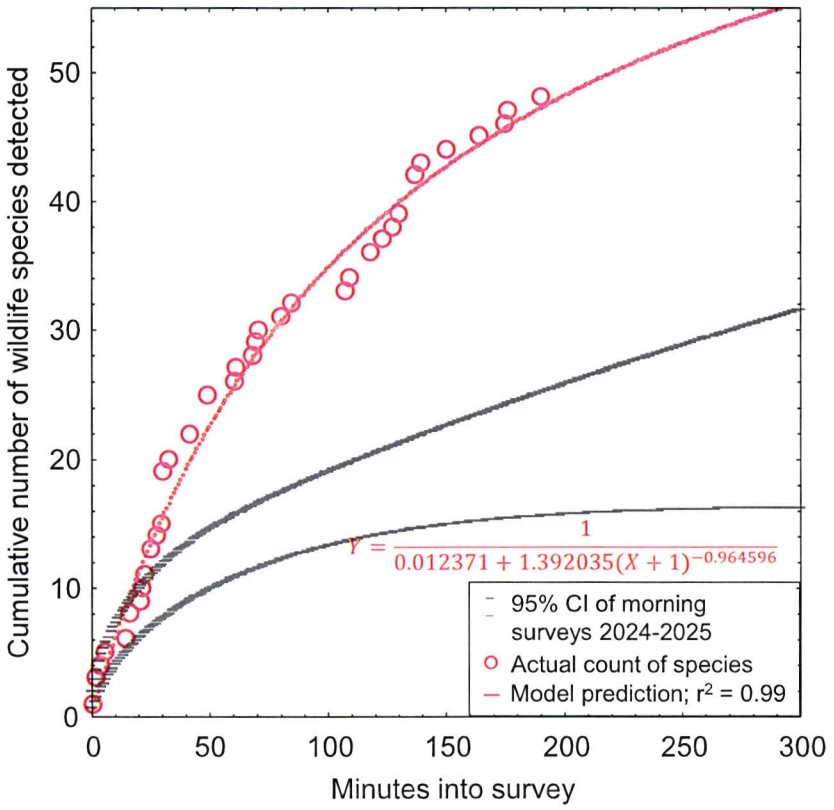
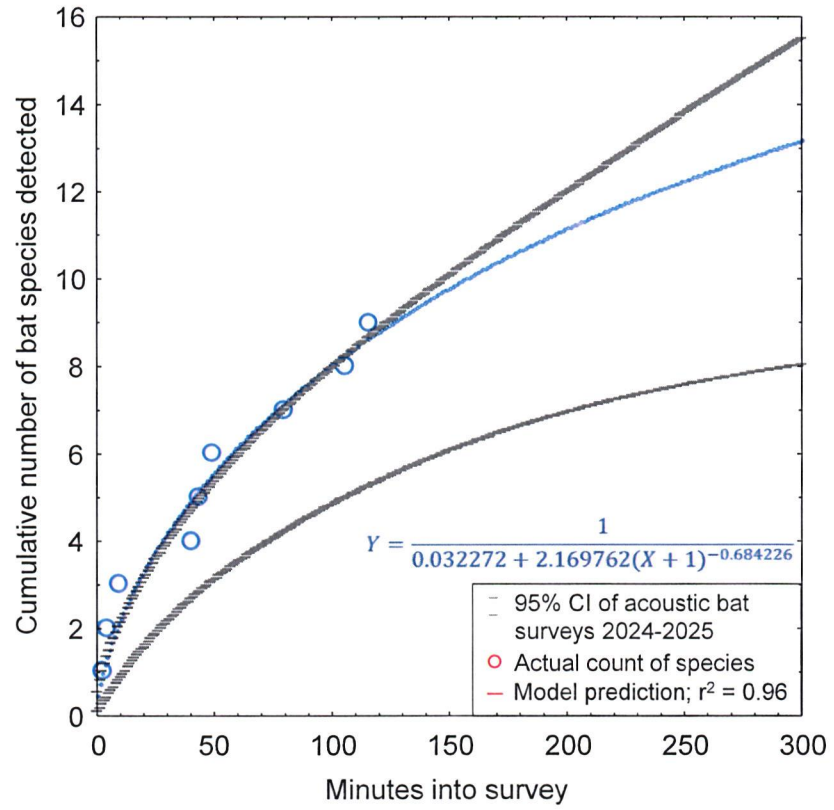


Figure 2. *Actual and predicted relationships between the numbers of bat species detected and the elapsed survey time based on our acoustic detection surveys on 16 October 2025.*



Unknown are the identities of the species we missed, but the species that we did and did not detect on 16 and 17 October 2025 composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence, some require more survey effort because they are highly cryptic, and the members of other species would visit the site only periodically while patrolling large home ranges. Surveys on only two days cannot possibly detect all of the species of the local wildlife community.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have our two surveys. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. This analytical bridge draws inference from the pattern of species detections more than it does from the research site, and I note that the pattern, i.e., rate, of species detections is consistent from site to site.

As part of my research, I completed a much larger survey effort across 167 km^2 of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I performed 721 1-hour visual-scan surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\hat{R} = \frac{1}{1/a+b\times(Hours)^c}$, where $\hat{R}$ represented cumulative species richness detected. The coefficients of determination, r^2, of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 3). On average I would have detected 18.6 species over my first 5.67 hours of diurnal surveys at my research site in the Altamont Pass (5.67 hours to match the 5.67 hours we surveyed during daylight hours at the project site), which composed 32.63% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 3, the 52 diurnally active species we detected after our 5.67 hours of daylight survey at the project site likely represented 32.63% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, we would likely detect $52/0.3263 = 159$ species of diurnally active vertebrate wildlife at the site. Assuming our ratio of special-status to non-special-status species was to hold through the detections of all 159 predicted

species, then continued surveys would eventually detect 28 special-status species of diurnally active vertebrate wildlife.

Because my prediction of 159 species of vertebrate wildlife, including 28 special-status species, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. A model fit to our bat survey data predicts 18 species of bat would have been detected the night of our survey, so likely a few more would be detected in surveys over the long term. Our reconnaissance surveys should serve only as a starting point toward characterization of the site's wildlife community, but they certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than our two surveys to produce an inventory the project site's wildlife community. Nevertheless, the large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort.

I will add that the central portion of the project site supports trees, grasslands, and some wetland environments, but this part of the project site was located too far from the peripheral areas where we surveyed. We were unable to observe wildlife in this central area.

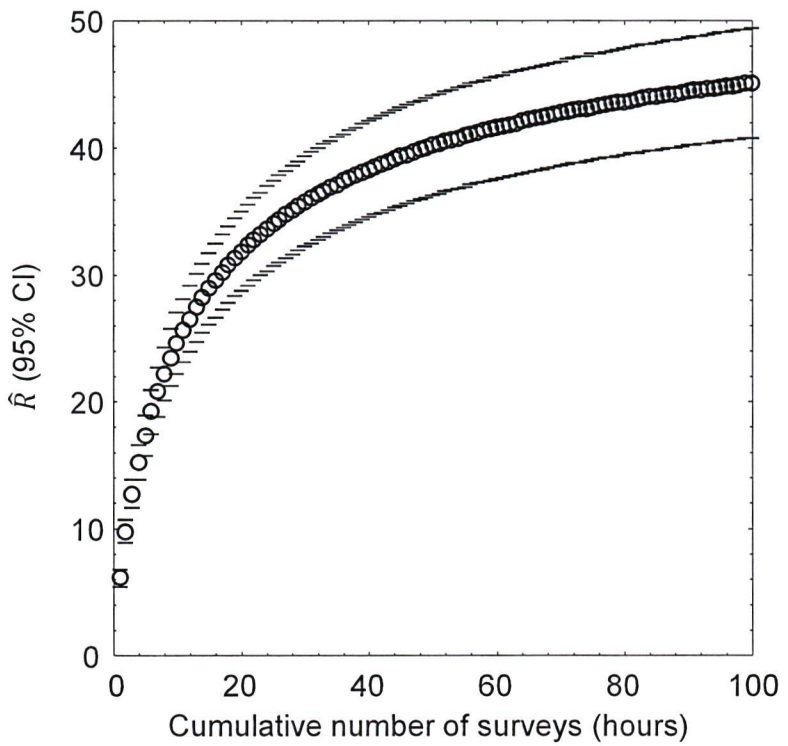


Figure 2. *Mean (95% CI) predicted wildlife species richness, $\hat{R}$, as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere.*

EXISTING ENVIRONMENTAL SETTING

The first step in analysis of potential project impacts to biological resources is to accurately characterize the existing environmental setting, including the wildlife community and any key ecological relationships and known and ongoing threats to special-status species. A reasonably accurate characterization of the environmental setting can provide the baseline against which to analyze potential project impacts. For these reasons, characterization of the environmental setting, including the project site's regional setting, is one of the CEQA's essential analytical steps. Methods to achieve this first step typically include (1) surveys of the site for biological resources, and (2) reviews of literature, databases and local experts for documented occurrences of special-status species. In the case of the proposed project, these steps were taken, though not with sufficient rigor and not interpreted in furtherance of an accurate characterization of the wildlife community.

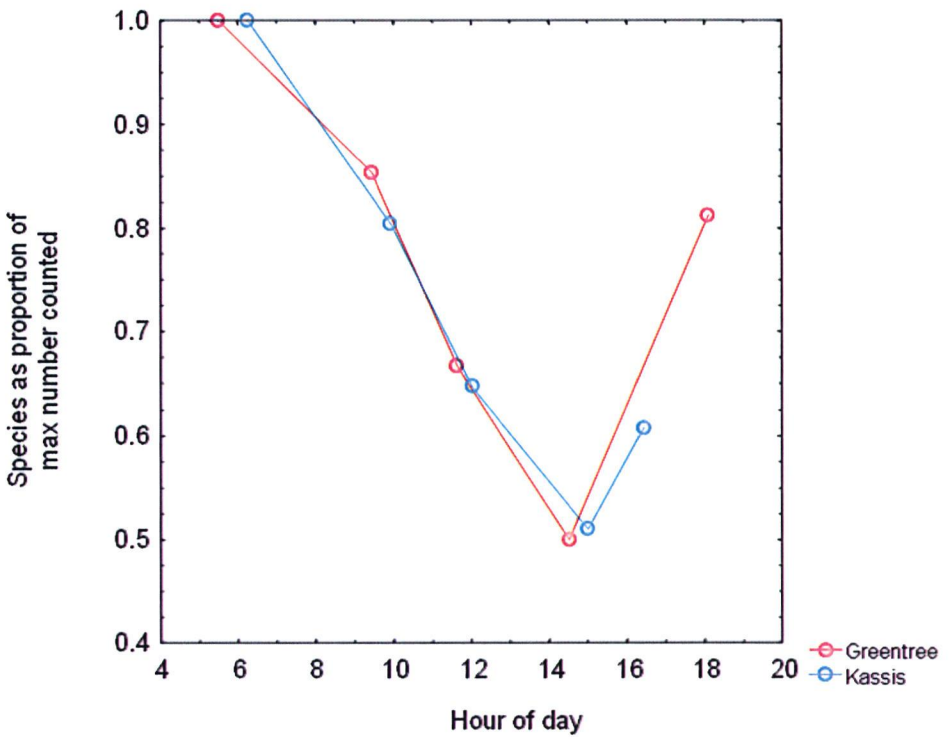
Environmental Setting informed by Field Surveys

To the CEQA's primary objective to disclose potential environmental impacts of a proposed project, the analysis should be informed of which biological species are known to occur at the proposed project site, which special-status species are likely to occur, as well as the limitations of the survey effort directed to the site. Analysts need this information to characterize the environmental setting as a basis for opining on, or predicting, potential project impacts to biological resources. In the case of this project, however, more surveys were needed.

To "record pertinent field data and current site conditions" and to assess the site for burrowing owls, a field assessment was conducted on 12 September 2022 from 10:40 to 13:21 by a WSP biologist (WSP 2022). The two hour and 41-minute survey was started in late morning, and was therefore unlikely to detect many of the wildlife species that occur on the project site, because wildlife activity peaks in the early morning and slows considerably by late morning, and reaches a nadir in the afternoon (Figure 3). WSP's biologist surveyed the period of day least likely to detect wildlife species, and certainly at a time of day when large flocks of blackbirds would not be flying across the site.

WSP (2022) also assessed for burrowing owl presence on the "Adjacent undeveloped areas within an approximate 150-meter (~500-foot) buffer zone that were unfenced and unsigned (i.e., not posted with "No Trespassing" and/or "Private Property")..." However, only considering the scrub vegetation and canal banks that met these stated conditions, the area surveyed would have composed 88.5 acres in addition to the 619-acre project site. No biologist could have adequately surveyed such large areas for burrowing owls in less than three hours. And anyway, late morning to early afternoon is not the time to survey for burrowing owls (see CDFW 2012).

Figure 3. *Proportion of maximum count of species detections with increasing time into the day at two project sites where I completed five 2-hour surveys at different times of day.*



WSP's biologist detected five species of vertebrate wildlife, whereas we detected nearly 13 times that number. If I did not know better, the disparity in survey findings is large enough to question whether WSP surveyed the same wildlife community that we did. Applying the Sørensen *Index of Similarity* $= \frac{2c}{a+b}$ (Sørensen 1948), where a is the number of species found by WSP, b is the number of species we found, and c is the number of species found by both WSP and ourselves, the Index of Similarity of our survey findings is only 0.147 on a scale that ranges 0 to 1. For perspective, the mean Index of Similarity among 40 consecutive 2-hour surveys I completed at a site in Rancho Cordova, California in 2020-2023 was 0.755 with a high value of 0.90. An Index value of 0.147 is very low –the lowest I have calculated between the survey outcomes of consultants and ourselves. WSP's biologist did not see the same wildlife community that we did. WSP's survey findings need to be dismissed as entirely unreliable as a characterization of the existing wildlife community.

Environmental Setting informed by Desktop Review

The purpose of literature and database reviews and of consulting with local experts is to inform the field survey, and to augment interpretation of its outcome. Analysts need this information to identify which species are known to have occurred at or near the project site, and to identify which other special-status species could conceivably occur at the site due to geographic range overlap and migration flight paths. In the case of this project, the desktop review was incomplete, and the review that was completed was distorted to minimalize the likelihoods of occurrence of special-status species.

For the purpose of establishing the pool of special-status species for assessment of occurrence likelihoods, WSP (2022) makes no mention of iNaturalist or eBird. I assume these databases were not used. If my assumption is correct, then the step of establishing the pool of species to be analyzed for occurrence likelihoods was incomplete. Even had iNaturalist and eBird been used for this purpose, it would have been inappropriate to rule out species based on absences of occurrence records. Positive-sighting databases are useful for conforming presence, but not for confirming absence of species.

To establish the pool of special-status species for assessment of occurrence likelihoods, WSP (2022) queried CNDDB for occurrence records within five USGS Quadrangles inclusive of the project site. By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, WSP (2022) screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community. As noted by the CNDDB, "*The CNDDB is a positive sighting database. It does not predict where something may be found. We map occurrences only where we have documentation that the species was found at the site. There are many areas of the state where no surveys have been conducted and therefore there is nothing on the map. That does not mean that there are no special status species present.*" WSP (2022) and hence the DEIR misuse the CNDDB.

The CNDDB relies entirely on volunteer reporting from biologists who were allowed access to whatever properties they report from. Many properties have never been surveyed by biologists. Many properties have been surveyed, but the survey outcomes never reported to the CNDDB. Many properties have been surveyed multiple times, but not all survey outcomes reported to the CNDDB. Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence. And again, the screening out of a species due to lack of occurrence records in the CNDDB is the same as an absence determination, and this step is being taken without adequate support of field surveys.

In my assessment based on a database review and site visits, 144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Not all these species should be expected to occur at the project site, but each of them should be given a closer look to determine occurrence likelihoods and whether additional surveys are needed, or implementation of detection surveys, or whether it would be reasonable to assume presence. Of these 144 species, 24 (17%) were recorded on or just off the project site, and another 21 (15%) species have been

documented within 1.5 miles of the site (Very close), another 12 (8%) within 1.5 and 4 miles (Nearby), and another 80 (56%) within 4 to 30 miles (In region). Fifty-seven (40%) of the species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports at least 24 special-status species of wildlife, and it carries the potential for supporting many more special-status species of wildlife based on the close proximities of recorded occurrences. Evidence certainly suggests that habitat assessments are needed for these species.

WSP (2022) considers the occurrence likelihoods of 32 (22%) of the special-status species listed in Table 2, which means that 112 (78%) of the special-status species in Table 2 were screened out of the analysis in the first step of the desktop review. WSP (2022) reports that all 32 special-status species are "absent" or have low likelihood to occur. Of these 32 species, five have been documented as certainly or probably on the project site, and four have been documented within 1.5 miles of the site, and another two have been documented between 1.5 and 4 miles of the site. Of the 112 special-status species in Table 2 that WSP (2022) neglects to analyze, 19 have been documented on or just off the project site. In summary, WSP's determinations of occurrence likelihoods do not comport with survey results and with available occurrence records in the region.

Of the special-status species listed in Table 2, 17 are covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP), but 127 are not. Of the 17 covered species, only two have been documented on site, and only two more have been documented within 1.5 miles of the site. Of the 127 special-status species that lack coverage, 22 were detected on or just next to the project site, 19 have been documented within 1.5 miles of the site, and 12 between 1.5 and 4 miles of the site. The takings of all these species would not be mitigated by participation with the CVMSHCP.

Note that the DEIR (p. 2.6-9) reports "The potential for occurrence of several bat species ... including pallid bat, Townsend's big-eared bat, spotted bat, Western mastiff bat, western yellow bat ... These species were absent, and their potential was considered low based on the lack of nest/roosting and foraging habitat. It should also be noted that all of these are "Covered Species" under the CVMSHCP. Therefore, potential impacts to these and related species will be less than significant." However, the determinations these species are absent were based on no appropriate survey. WSP's biologist drove around the project site in the middle of the day when bats are unlikely to be detected. And in fact, Noriko and I detected western yellow bat on the project site.

The DEIR's speculation that the project site lacks nest/roosting habitat for bats is readily refutable in the scientific literature, where it is reported that all sorts of structures provide roosting opportunities for bats (Kunz and Lumsden 2003). The DEIR's speculation that the site lacks foraging habitat for bats is also readily refutable by the fact that we detected nine species of bats. All these species were detectable by our acoustic bat detectors because their members were relying on echolocation to forage. These bats were most intensely foraging while the mosquitoes were out, and they were out for about an hour. As soon as the mosquitoes thinned out due to a breeze, the bat activity nearly stopped. Bats are foraging on the project site.

Table 2. *Occurrence likelihoods of special-status bird species at or near the proposed project site, according to eBird/iNaturalist records (https://eBird.org, https://www.inaturalist.org) and on-site survey findings, where 'Very close' indicates within 1.5 miles of the site, "nearby" indicates within 1.5 and 4 miles, and "in region" indicates within 4 and 30 miles, and 'in range' means the species' geographic range overlaps the site. HCP refers to species covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP). Entries in bold font identify species detected by Noriko Smallwood and I during our site visits.*

Common name	***Species name***	**Status[1]**	**HCP Cover**	**DEIR occurrence potential**	**Database records, Surveys**
Casey's June beetle	*Dinacoma caseyi*	FE			In region
Monarch	*Danaus plexippus*	FC		Absent	Nearby
Crotch's bumble bee	*Bombus crotchii*	CCE			In region
Couch's spadefoot	*Scaphiopus couchii*	SSC		Low	In range
Southwestern pond turtle	*Actinemys pallida*	FC, SSC			In region
Mojave desert tortoise	*Gopherus agassizii*	FT, CE	Yes	Absent	In region
Flat-tailed horned lizard	*Phrynosoma mcallii*	SSC	Yes	Absent	In region
Coachella Valley fringe-toed lizard	*Uma inornata*	FT, CE	Yes	Absent	In region
Red-diamond rattlesnake	*Crotalus ruber*	SSC			In region
Desert pupfish	*Cyprinodon macularius*	FE, CE		Absent	In region
Fulvous whistling-duck	*Dendrocygna bicolor*	SSC1			In region
Brant	*Branta bernicla*	SSC2			Nearby
Cackling goose (Aleutian)	*Branta hutchinsii leucopareia*	WL			In region
Redhead	*Aythya americana*	SSC2			Very close
Western grebe	*Aechmophorus occidentalis*	BCC			In region
Clark's grebe	*Aechmophorus clarkii*	BCC			In region
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT, CE			In region
Black swift	*Cypseloides niger*	SSC3, BCC			In region
Vaux's swift	*Chaetura vauxi*	SSC2			Nearby
Costa's hummingbird	*Calypte costae*	BCC			Very close/**Just off site**
Calliope hummingbird	*Selasphorus calliope*	BCC			In region
Rufous hummingbird	*Selasphorus rufus*	BCC			In region

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Allen's hummingbird	*Selasphorus sasin*	BCC			In region
Yuma Ridway's rail	*Rallus obsoletus yumanensis*	FE, CT, CFP	Yes	Absent	In region
American avocet	*Recurvirostra americana*	BCC			Very close
Mountain plover	*Charadrius montanus*	SSC2, BCC			In region
Snowy plover	*Charadrius nivosus*	BCC			In region
Western snowy plover	*Charadrius nivosus nivosus*	FT, SSC			In region
Long-billed curlew	*Numenius americanus*	WL			Very close
Marbled godwit	*Limosa fedoa*	BCC			In region
Black turnstone	*Arenaria melanocephala*	BCC			In region
Red knot	*Calidris canutus*	BCC			In region
Pectoral sandpiper	*Calidris melanotos*	BCC			In region
Short-billed dowitcher	*Limnodromus griseus*	BCC			In region
Lesser yellowlegs	*Tringa flavipes*	BCC			Nearby
Willet	*Tringa semipalmata*	BCC			In region
Laughing gull	*Leucophaeus atricilla*	WL			Nearby
Franklin's gull	*Leucophaeus pipixcan*	BCC			Nearby
Heermann's gull	*Larus heermanni*	BCC			In region
Western gull	*Larus occidentalis*	BCC			In region
Yellow-footed gull	*Larus livens*	BCC			In region
California gull	*Larus californicus*	BCC, WL			Very close
California least tern	*Sternula antillarum browni*	FE, CE, CFP			In region
Gull-billed tern	*Gelochelidon nilotica*	BCC, SSC3		Absent	In region
Black tern	*Chlidonias niger*	SSC2, BCC			In region
Elegant tern	*Thalasseus elegans*	BCC, WL			In region
Black skimmer	*Rynchops niger*	BCC, SSC3		Absent	In region
Common loon	*Gavia immer*	SSC			In region
Double-crested cormorant	*Phalacrocorax auritus*	WL			Very close
American white pelican	*Pelacanus erythrorhynchos*	SSC1			Very close/**On site**
Least bittern	*Ixobrychus exilis*	SSC2			In region
Reddish egret	*Egretta rufescens*	BCC			In region

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
White-faced ibis	*Plegadis chihi*	WL		Absent nesting, low foraging	Very close
Turkey vulture	*Cathartes aura*	BOP			Very close/**On site**
Osprey	*Pandion haliaetus*	WL, BOP			Very close
White-tailed kite	*Elanus luecurus*	CFP, BOP			Very close
Golden eagle	*Aquila chrysaetos*	BGEPA, CFP, BOP, WL			In region
Northern harrier	*Circus cyaneus*	BCC, SSC3, BOP			Very close
Sharp-shinned hawk	*Accipiter striatus*	WL, BOP			Very close
Cooper's hawk	*Accipiter cooperii*	WL, BOP			Very close
Bald eagle	*Haliaeetus leucocephalus*	CE, BGEPA, BOP			Nearby
Red-shouldered hawk	*Buteo lineatus*	BOP			On site
Swainson's hawk	*Buteo swainsoni*	CT, BOP			Very close
Red-tailed hawk	*Buteo jamaicensis*	BOP			On site/**Just off site**
Ferruginous hawk	*Buteo regalis*	WL, BOP		Absent nesting, low foraging	On site
Zone-tailed hawk	*Buteo albonotatus*	BOP			In region
Harris' hawk	*Parabuteo unicinctus*	WL, BOP			In region
American barn owl	*Tyto furcata*	BOP			Very close
Western screech-owl	*Megascops kennicotti*	BOP			In region
Great horned owl	*Bubo virginianus*	BOP			Very close
Burrowing owl	*Athene cunicularia*	BCC, SSC2, BOP, CCE	Yes	Low/Absent nesting, low foraging	Very close
Long-eared owl	*Asio otus*	BCC, SSC3, BOP			In region
Short-eared owl	*Asia flammeus*	BCC, SSC3, BOP			Very close/**On site**
Northern saw-whet owl	*Aegolius acadicus*	BOP			In region
Lewis's woodpecker	*Melanerpes lewis*	BCC			Nearby
Nuttall's woodpecker	*Picoides nuttallii*	BCC			In region
American kestrel	*Falco sparverius*	BOP			Very close/**On site**

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Merlin	*Falco columbarius*	WL, BOP			Very close
Peregrine falcon	*Falco peregrinus*	BOP			Very close
Prairie falcon	*Falco mexicanus*	WL, BOP		Absent nesting, low foraging	Very close
Olive-sided flycatcher	*Contopus cooperi*	BCC, SSC2			In region
Willow flycatcher	*Empidonax traillii*	CE			In region
Southwestern willow flycatcher	*Empidonax traillii extimus*	FE, CE	Yes	Absent	In range
Brown-crested flycatcher	*Myiarchus tyrannulus*	WL			In region
Vermilion flycatcher	*Pyrocephalus rubinus*	SSC2		Absent	Very close
Least Bell's vireo	*Vireo bellii pusillus*	FE, CE	Yes	Absent	In region
Gray vireo	*Vireo vicinior*	SSC2	Yes		In region
Loggerhead shrike	*Lanius ludovicianus*	SSC2			On site
Oak titmouse	*Baeolophus inornatus*	BCC			In region
Verdin	*Auriparus flaviceps*	BCC			On site/**Just off site**
California horned lark	*Eremophila alpestris actia*	WL			Very close/**On site**
Bank swallow	*Riparia riparia*	CT			Nearby
Purple martin	*Progne subis*	SSC2			In region
Wrentit	*Chamaea fasciata*	BCC			In region
Black-tailed gnatcatcher	*Polioptila melanura*	WL		Absent	On site/**Just off site**
Bendire's thrasher	*Toxostoma bendirei*	SSC3, BCC			In region
California thrasher	*Toxostoma redivivum*	BCC			In region
LeConte's thrasher	*Toxostoma lecontei*	SSC1, BCC	Yes	Absent	In region
Crissal thrasher	*Toxostoma crissale*	SSC3	Yes	Absent	On site
Cassin's finch	*Haemorhous cassinii*	BCC			In region
Lawrence's goldfinch	*Spinus lawrencei*	BCC			In region
Grasshopper sparrow	*Ammodramus savannarum*	SSC2			In region
Black-chinned sparrow	*Spizella atrogularis*	BCC			In region
Gray-headed junco	*Junco hyemalis caniceps*	WL			In region
Bell's sparrow	*Amphispiza b. belli*	WL			In region
Oregon vesper sparrow	*Pooecetes gramineus affinis*	SSC2			In range

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL			In region
Yellow-breasted chat	*Icteria virens*	SSC3	Yes	Absent	In region
Yellow-headed blackbird	*X. xanthocephalus*	SSC3			Nearby/**On site**
Bullock's oriole	*Icterus bullockii*	BCC			Very close
Tricolored blackbird	*Agelaius tricolor*	CT, BCC, SSC1			In region
Lucy's warbler	*Leiothlypis luciae*	SSC3			In region
Virginia's warbler	*Leiothlypis virginiae*	WL, BCC			In region
Yellow warbler	*Setophaga petechia*	SSC2	Yes		Very close
Summer tanager	*Piranga rubra*	SSC1	Yes		In region
California leaf nosed bat	*Macrotus californicus*	SSC, WBWG: H			Nearby
Yuma myotis	*Myotis yumanensis*	WBWG: LM			In region/**On site**
Long-eared myotis	*Myotis evotis*	WBWG: M			In region
Fringed myotis	*Myotis thysanodes*	WBWG: H			In region
Long-legged myotis	*Myotis volans*	WBWG: H			In region/**Probable on site**
California myotis	*Myotis californicus*	WBWG:L			In region/**Probable on site**
Small-footed myotis	*Myotis ciliolabrum*	WBWG: M			In region
Canyon bat	*Parastrellus hesperus*	WBWG: M			In region/**On site**
Big brown bat	*Episticus fuscus*	WBWG: L			In region
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M			In range
Hoary bat	*Lasiurus cinereus*	WBWG: M			In region/**Probable on site**
Western red bat	*Lasiurus blossevillii*	SSC, WBWG: H			In range/**Probable on site**
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG: H	Yes	Absent roosting	In region/**Probable on site**
Spotted bat	*Euderma maculatum*	SSC, WBWG: H		Absent roosting	In range
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC, WBWG: H		Absent roosting	In region
Pallid bat	*Antrozous pallidus*	SSC, WBWG: H		Absent roosting	Nearby

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L			In region/**On site**
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC, WBWG: M		Absent roosting	In region/**Probable on site**
Big free-tailed bat	*Nyctinomops macrotis*	SSC, WBWG: MH			In range/**Probable on site**
Western mastiff bat	*Eumops perotis*	SSC, WBWG: H		Absent roosting	In range
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*	SSC	Yes	Absent	In region
Palm Springs pocket mouse	*Perognathus longimembris bangsi*	SSC	Yes	Absent	In range
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	SSC		Absent	In region
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC			In region
San Diego Bryant's woodrat	*Neotoma lepida intermedia*	SSC		Absent	In region
Southern grasshopper mouse	*Onychomys torridus ramona*	SSC			In region
American badger	*Taxidea taxus*	SSC		Absent	In region
Mountain lion	*Puma concolor*	SA			Nearby[2]
Peninsular bighorn sheep DPS	*Ovis canadensis pop. 2*	FE, CT, CFP	Yes	Absent	In region

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as FT or FE = federal threatened or endangered; FC = federal candidate for listing; BGEPA = Bald and Golden Eagle Protection Act; CT or CE = California threatened or endangered; CCT or CCE = Candidate California threatened or endangered; CFP = California Fully Protected (California Fish and Game Code 3511); SSC = California Species of Special Concern, and SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

[2] Roadkill

Lastly, it is not true that pallid bat, Townsend's big-eared bat, spotted bat, and Western mastiff bat are covered by the CVMSHCP. These species were considered but not covered by the Plan. Western yellow bat is the only bat species covered by the CVMSHCP.

On the Presence of Special-status Species of Wildlife

There is no doubt that at least 17 special-status species of wildlife occur on or adjacent to the project site, and seven more probably occur on or adjacent to the site (these seven having not been confirmed as the identified species by Sonobat). Modeling the rate of species detections during our morning survey and analytically bridging our survey results to a larger research effort predicts 28 diurnally active special-status species of vertebrate wildlife should be detectable on the project site after a larger survey effort conducted over the period of a year or longer. Indeed, species occurrence records reveal that 45 special-status species of vertebrate wildlife have been documented within 1.5 miles of the site, and 57 special-status species of vertebrate wildlife have been documented within four miles of the site. The evidence is overwhelming that the project site provides habitat to multiple special-status species of wildlife.

Considering our observations of at least 17 special-status species on or adjacent to the site, and considering the occurrence records of multiple other special-status species very close to the project site, it is reasonable to conclude that the project site is habitat as defined in the scientific literature (Hall et al. 1997). These species are using the site for migration stopover, survival, and reproduction. These species are members of a larger wildlife community, the entire composition of which has yet to be characterized but which undoubtedly adds to the habitat value of the project site.

BIOLOGICAL IMPACTS ASSESSMENT

The impacts analysis in CEQA review involves prediction. Predictions are necessary because measuring a project's impacts directly could not happen until after the impacts occur, and the timing of this type of measurement would come too late for the formulations of avoidance and minimization mitigation strategies that are prioritized by the CEQA. Impact predictions are necessary as part of the environmental review. The accuracy of the predictions of impacts and their significance ultimately relies on the degree of accuracy in the characterization of the existing environmental setting (Figure 4).

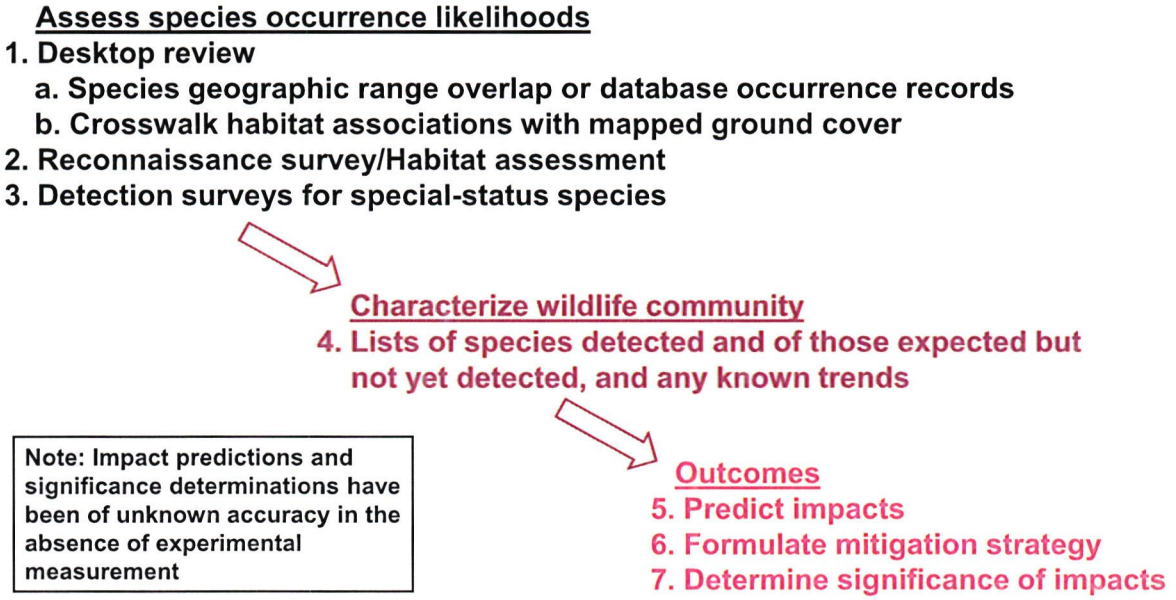


Figure 4. *General flow of information from the gathering stage through the characterization of the existing environment to predictions of impacts and their significance.*

Impact predictions can derive from speculation or from experience (Figure 5). Speculation is repeatedly discouraged in the CEQA Guidelines, because speculation is an inconclusive guess or ponderance on a phenomenon without the benefit of data. Prediction accuracy improves with experience, though the experience that can be brought to bear on impact predictions ranges from anecdotes to careful use of scientific inference. Inference is a conclusion derived logically from data that are available about a phenomenon. Any type of experience is usually better than relying on speculation, but careful scientific inference, especially inference drawn from experiments, has proven most effective. An analogy would be predicting the boiling temperature of water at a certain place with a known atmospheric pressure after having measured it hundreds of times at other places under various atmospheric pressures. The experience of measuring the boiling temperature at all these other places would certainly result in a more accurate prediction of the boiling point as compared to a speculative prediction. We know that use of inference in this example is *certainly* more predictive, and not *potentially* more predictive, because we have a long successful history with the application of this type of experimentation to draw predictive inference.

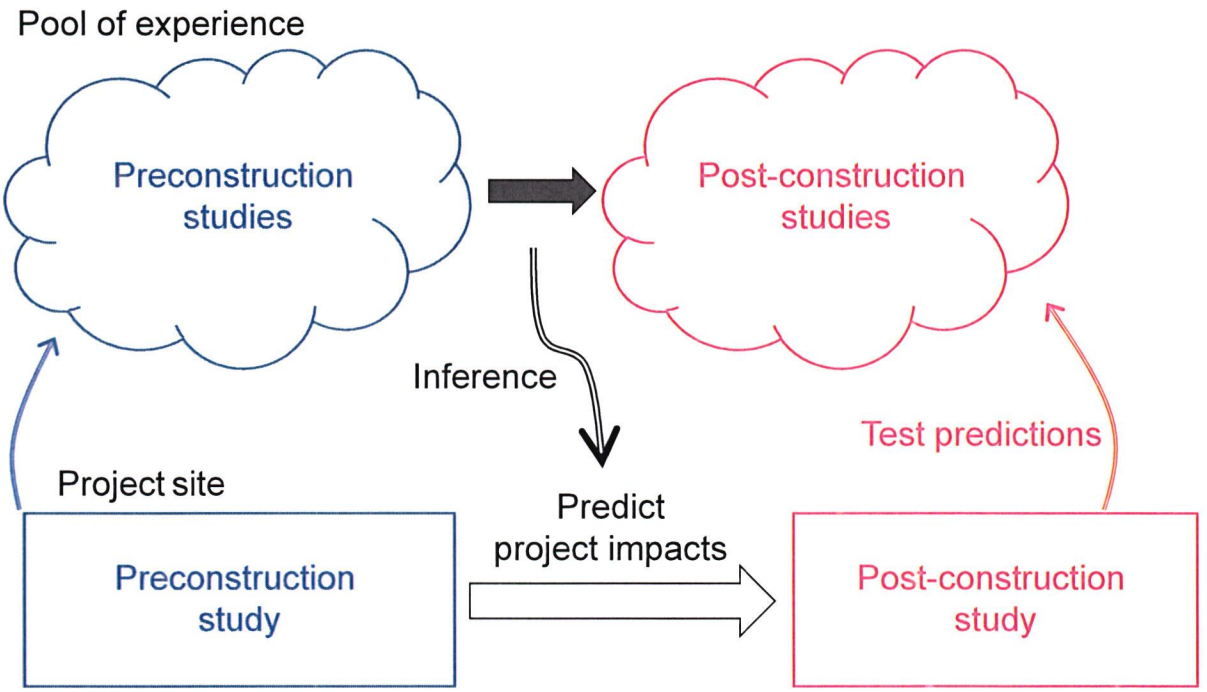


Figure 5. *A framework for arriving at predicted project impacts based on experience with other project sites. Ideally, there is a pool of similar projects in similar circumstances where predicted impacts were compared to realized impacts, and into which the proposed project can also contribute to experience.*

The many projects that have undergone CEQA review provide a comparative basis for drawing inferences needed to predict the impacts of the next proposed project (Figure 5). Reconnaissance survey results that are not compared to survey results from other project sites miss the opportunity to interpret the results for the purpose of predicting impacts. The same is true of CDNNB occurrence records. For example, it would be helpful to know how often a species lacking CNDDB occurrence records on a site is nevertheless detected onsite by reconnaissance survey(s). It would be helpful to know how often the impact predictions of other projects are proven accurate, and how often the required mitigation measures are proven effective. The comparative method enables the use of scientific inference over speculation and the blind confidence of simply repeating impact conclusions of unknown accuracy and mitigation strategies of unknown efficacy.

In the following, I analyze several types of impacts likely to result from the project, none of which are analyzed adequately or at all in the DEIR.

REDUCED PRODUCTIVE CAPACITY FROM HABITAT LOSS

Habitat loss results in a reduced productive capacity of affected wildlife species. The site is habitat to at least 63 species of vertebrate wildlife which we observed on or adjacent to the site, but the number of avian nest sites remains unknown. Because our survey was

only an out-of-season reconnaissance survey and therefore unsuitable for detecting all bird nests on the site, estimating total nest density of birds was not possible. The alternative method would be to infer productive capacity from estimates of total nest density elsewhere. Noriko Smallwood and I have completed studies to estimate total avian nest density in similar environments in the local area.

Noriko estimated 18.18 nests/acre on the riparian portion of a 5.83-acre study site in Murrieta, California, and coincidentally I estimated 18.18 nests/acre on the cattail-dominated freshwater marsh portion of a 4.22-acre study site east of Davis, California. This density applied to the 0.72 acres of two clumps of trees on the project site and to the 9.6 acres of freshwater marsh along the southern edge of the project site predicts 188 nest sites. Assuming 1.39 broods per nest site based on a review of 322 North American bird species, which averaged 1.39 broods per year, then I estimate 261 nest attempts per year on the project site. Assuming Young's (1948) study site typifies bird productivity of 2.9 fledged birds per nest attempt, then I predict 757 fledglings/year at the project site.

The loss of 188 nest sites and 261 nest attempts per year would qualify as significant impacts that have not been analyzed in the DEIR. But the impacts would not end with the immediate loss of nest sites. The reproductive capacity of the site would be lost. The project would prevent the production of 757 fledglings per year. Assuming an average bird generation time of 4 years, the lost capacity of both breeders and annual fledgling production can be estimated from an equation in Smallwood (2022): {(nests/year × chicks/nest × number of years) + (2 adults/nest × nests/year) × (number of years ÷ years/generation)} ÷ (number of years) = 851 birds per year denied to California.

The loss of 851 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most if not all these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds. The loss of 851 birds would easily qualify as an unmitigated significant impact.

INTERFERENCE WITH WILDLIFE MOVEMENT

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would interfere with wildlife movement in the region. The project site is obviously important to wildlife movement in the region, because Noriko and I observed many large mixed flocks of red-winged blackbirds and yellow-headed blackbirds fly across the southern aspect of the project site, mostly heading east or west (Photo 21). We also observed large flocks of brown-headed cowbirds, American pipits and California horned larks flying across the project site, as well as smaller flocks of American white pelicans, great-tailed grackles, common ravens, snowy egrets (headed north), house finches, western meadowlarks, and turkey vultures. We also observed birds flying across singly, including Caspian tern, great blue heron, and short-eared owl, and there were birds foraging on the site, including American kestrel and Say's phoebe. All the bat species we detected had passed over part of the project site, because we would not have detected them unless they were calling within 30 feet of our detectors.

The evidence is overwhelming that the project site is situated on the daily flight paths of thousands of birds. It is also adjacent to two large areas of natural vegetation cover, it includes a long reach of freshwater marsh that is loaded with common yellowthroats, marsh wrens, American coots, pied-billed grebes and gadwall.

It is therefore contrary to the evidence where the DEIR (p. 2.6-11) reports, "According to the Biological Resources Assessment Report prepared for the Project, the site does not provide connectivity to any adjacent well-developed native habitat or conservation areas." Also inconsistent with the evidence is the statement on p. 2.6-11: "Some sensitive bird species may forage over the Project site. ... however, this potential is considered low to very low." In fact, hundreds if not thousands of yellow-headed blackbirds flew over the site as we watched, and American white pelicans also flew over it, as did other sensitive bird species.

Otherwise, the analysis in the DEIR is merely speculative, such as on p. 2.6-11 where it reasons, "Given that the subject site is currently unfenced and adjoined by vacant lands to the south and west of the Project site, it is possible that some species may use the site as a movement corridor. Development of the site, as proposed, could potentially incrementally limit the ability of various species to use the site as a movement corridor. However, because the site is currently in active agricultural use and provides little to no vegetative cover or habitat for nesting birds, fish, or other migratory wildlife, it is not expected to be in use as an established corridor. Furthermore, given the prevalence of vacant sites and other lands in agriculture in the Project vicinity, it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species. The Project would not impact currently undisturbed lands, occurring mostly to the south of the site, which may provide more established movement corridors." Instead of speculating, the analysis should have been based on a program of observations to establish whether and how wildlife use the project site for movement in the region. However, the only survey performed on the site was WSP's very brief drive-around in a car in the middle of the day when migratory birds are not flying across the site. WSP (2022) does not provide the due diligence necessary for understanding how wildlife move across the project site, and the evidence of this is that WSP's biologist failed to see the thousands of birds that fly across the site daily.

BIRD-WINDOW COLLISION MORTALITY

The project would introduce glass windows into an essential portion of avian habitat – that portion of the gaseous atmosphere that is referred to as the aerosphere (Davy et al. 2017, Diehl et al. 2017). The aerosphere is where birds and bats and other volant animals with wings migrate, disperse, forage, perform courtship and where some of them mate. Birds are some of the many types of animals that evolved wings as a morphological adaptation to thrive by moving through the medium of the aerosphere. The aerosphere is habitat, to which an entire discipline of ecology has emerged to study this essential aspect of habitat – the discipline of aeroecology (Kunz et al. 2008).

Many special-status species of birds have been recorded at or near the aerosphere of the project site. My database review and Noriko's site visit indicate there are 101 special-

status species of birds with potential to use the site's aerosphere (Table 2). All the birds represented in Table 2 can quickly fly from wherever they have been documented to the project site, so they would all be within brief flights to the proposed project's windows. The consultants and Noriko have confirmed 74 vertebrate wildlife species on the project site, some of them flying across the site.

Window collisions are often characterized as either the second or third largest source or human-caused bird mortality. The numbers behind these characterizations are often attributed to Klem's (1990) and Dunn's (1993) estimates of about 100 million to 1 billion bird fatalities in the USA, or more recently by Loss et al.'s (2014) estimate of 365-988 million bird fatalities in the USA or Calvert et al.'s (2013) and Machtans et al.'s (2013) estimates of 22.4 million and 25 million bird fatalities in Canada, respectively. The proposed project would impose windows in the airspace normally used by birds.

Glass-façades of buildings intercept and kill many birds, but they are differentially hazardous to birds based on spatial extent, contiguity, orientation, and other factors. At Washington State University, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a three-story glass walkway (no fatality adjustments attempted). Prior to marking the windows to warn birds of the collision hazard, the collision rate was 84.7 per year. At that rate, and by not attempting to adjust the fatality estimate for the proportion of fatalities not found, 4,574 birds were likely killed over the 54 years since the start of their study, and that's at a relatively small building façade. Accounting for the proportion of fatalities not found in searches, the number of birds killed by this walkway over the last 54 years would have been about 14,270. And this is just for one 3-story, glass-sided walkway between two college campus buildings.

Klem's (1990) estimate was based on speculation that 1 to 10 birds are killed per building per year, and this speculated range was extended to the number of buildings estimated by the US Census Bureau in 1986. Klem's speculation was supported by fatality monitoring at only two houses, one in Illinois and the other in New York. Also, the basis of his fatality rate extension has changed greatly since 1986. Whereas his estimate served the need to alert the public of the possible magnitude of the bird-window collision issue, it was highly uncertain at the time and undoubtedly outdated more than three decades hence. Indeed, by 2010 Klem (2010) characterized the upper end of his estimated range – 1 billion bird fatalities – as conservative. Furthermore, the estimate lumped species together as if all birds are the same and the loss of all birds to windows has the same level of impact.

By the time Loss et al. (2014) performed their effort to estimate annual USA bird-window fatalities, many more fatality monitoring studies had been reported or were underway. Loss et al. (2014) incorporated many more fatality rates based on scientific monitoring, and they were more careful about which fatality rates to include. However, they included estimates based on fatality monitoring by homeowners, which in one study were found to detect only 38% of the available window fatalities (Bracey et al. 2016). Loss et al. (2014) excluded all fatality records lacking a dead bird in hand, such as injured birds or feather or blood spots on windows. Loss et al.'s (2014) fatality metric

was the number of fatalities per building (where in this context a building can include a house, low-rise, or high-rise structure), but they assumed that this metric was based on window collisions. Because most of the bird-window collision studies were limited to migration seasons, Loss et al. (2014) developed an admittedly assumption-laden correction factor for making annual estimates. Also, only two of the studies included adjustments for carcass persistence and searcher detection error, and it was unclear how and to what degree fatality rates were adjusted for these factors. Although Loss et al. (2014) attempted to account for some biases as well as for large sources of uncertainty mostly resulting from an opportunistic rather than systematic sampling data source, their estimated annual fatality rate across the USA was highly uncertain and vulnerable to multiple biases, most of which would have resulted in fatality estimates biased low.

In my review of bird-window collision monitoring, I found that the search radius around homes and buildings was very narrow, usually 2 meters. Based on my experience with bird collisions in other contexts, I would expect that a large portion of bird-window collision victims would end up farther than 2 m from the windows, especially when the windows are higher up on tall buildings. In my experience, searcher detection rates tend to be low for small birds deposited on ground with vegetation cover or woodchips or other types of organic matter. Also, vertebrate scavengers entrain on anthropogenic sources of mortality and quickly remove many of the carcasses, thereby preventing the fatality searcher from detecting these fatalities. Adjusting fatality rates for these factors – search radius bias, searcher detection error, and carcass persistence rates – would greatly increase nationwide estimates of bird-window collision fatalities.

Buildings can intercept many nocturnal migrants as well as birds flying in daylight. As mentioned above, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a four-story glass walkway at Washington State University (no adjustments attempted for undetected fatalities). Somerlot (2003) found 21 bird fatalities among 13 buildings on a university campus within only 61 days. Monitoring twice per week, Hager at al. (2008) found 215 bird fatalities of 48 species, or 55 birds/building/year, and at another site they found 142 bird fatalities of 37 species for 24 birds/building/year. Gelb and Delacretaz (2009) recorded 5,400 bird fatalities under buildings in New York City, based on a decade of monitoring only during migration periods, and some of the high-rises were associated with hundreds of fatalities each. Klem et al. (2009) monitored 73 building façades in New York City during 114 days of two migratory periods, tallying 549 collision victims, nearly 5 birds per day. Borden et al. (2010) surveyed a 1.8 km route 3 times per week during 12-month period and found 271 bird fatalities of 50 species. Parkins et al. (2015) found 35 bird fatalities of 16 species within only 45 days of monitoring under 4 building façades. From 24 days of survey over a 48-day span, Porter and Huang (2015) found 47 fatalities under 8 buildings on a university campus. Sabo et al. (2016) found 27 bird fatalities over 61 days of searches under 31 windows. In San Francisco, Kahle et al. (2016) found 355 collision victims within 1,762 days under a 5-story building. Ocampo-Peñuela et al. (2016) searched the perimeters of 6 buildings on a university campus, finding 86 fatalities after 63 days of surveys. One of these buildings produced 61 of the 86 fatalities, and another building with collision-deterrent glass caused only 2 of the fatalities, thereby indicating a wide range in impacts likely influenced by various factors. There is

ample evidence available to support my prediction that the proposed project would result in many collision fatalities of birds.

Project Impact Prediction

By the time of these comments, I had reviewed and processed results of bird collision monitoring at 213 buildings and façades for which bird collisions per m^2 of glass per year could be calculated and averaged (Johnson and Hudson 1976, O'Connell 2001, Somerlot 2003, Hager et al. 2008, Borden et al. 2010, Hager et al. 2013, Porter and Huang 2015, Parkins et al. 2015, Kahle et al. 2016, Ocampo-Peñuela et al. 2016, Sabo et al. 2016, Barton et al. 2017, Gomez-Moreno et al. 2018, Schneider et al. 2018, Loss et al. 2019, Brown et al. 2020, City of Portland Bureau of Environmental Services and Portland Audubon 2020, Riding et al. 2020). These study results averaged 0.073 bird deaths per m^2 of glass per year (95% CI: 0.042-0.102). This average and its 95% confidence interval provide a robust basis for predicting fatality rates at a proposed new project.

The DEIR does not report the extents of exterior glass windows, nor does it depict windows in renderings of the project's structures. Fortunately, I have maintained a database of the extents of structural glass and how these extents relate to floorspace of various types of recently proposed building projects in California. Table 3 summarizes my predicted extents of external glass in the project, as well as the bases of my predictions. Ignoring glass on RVs, I predict a total 63,974 m^2 of external glass in the project. The above-reported average of bird collision deaths per m^2 of glass per year applied to 63,974 m^2 of external glass in the project predicts 4,677 (95% CI: 2,777–6,577) bird collision fatalities per year.

Table 3. *Derivation of predicted extents of external glass in the project, where N refers to the number of projects I reviewed which contributed to the mean of sf/unit and m^2/sf glass windows.*

Project element	Units	Sf/Unit[a]	Total sf	m^2/sf glass window	N	m^2 of glass windows
Estate homes	132	3,800	501,600	0.024939	1	12,509
Single-family	390	1,900	741,000	0.015193	5	11,258
Modular	500	1,800	900,000	0.015193		13,674
Resort condos	340	1,600	544,000	0.034907	15	18,989
Commercial			275,000	0.016213	3	4,459
Offices & Event center			85,000	0.023307	6	1,981
Hotel	150	400	67,500b	0.016213	4	1,094
Total						63,974

[a] Assumed based on my reviews of other projects
[b] Added sf for communal spaces

The vast majority of these predicted deaths would be of birds protected under the Migratory Bird Treaty Act and under the California Migratory Bird Protection Act, thus causing significant unmitigated impacts. Given the predicted level of bird-window collision mortality, and the lack of any proposed mitigation, it is my opinion that the

proposed project would result in potentially significant adverse biological impacts, including the unmitigated take of both terrestrial and aerial habitat of birds and other sensitive species. Not only would the project take habitat of rare and sensitive species of birds, but it would transform the project's airspace into a lethal collision trap to birds.

Of particular concern is the proposed resort hotel at the southwest corner of the project site. This hotel would occur right on the major flight path of thousands of birds that traverse the site daily. These birds are flying within the height domain of the hotel. The light emitted from hotel windows could confuse many birds, and the windows would pose lethal traps. The bird-collision mortality I predict above could be exceeded due to the poor siting of the hotel.

MOSQUITO AND VECTOR CONTROL

The siting of the resort hotel and worker housing adjacent to a long reach of freshwater marsh would probably result in the eventual degradation or even the elimination of the marsh. The dense populations of mosquitoes of that marsh are aggressive feeders, and they would irritate hotel patrons and residents to the point of complaint. Public nuisance and public safety would require mosquito and vector control, and this response would diminish the food supply of local birds and bats. The ecological impacts of mosquito and vector control would be devastating. Yet no analysis of these impacts appears in the DEIR.

WILDLIFE DEPREDATION BY HOUSE CATS

Considering national trends, it is safe to assume that house cats would be introduced to the project area by residents of the proposed residential units. This is significant because house cats serve as one of the largest sources of avian mortality in North America (Dauphiné and Cooper 2009, Blancher 2013, Loss et al. 2013, Loyd et al. 2017). Loss et al. (2013) estimated 139 million cats in the USA in 2013 (range 114 to 164 million), which killed an estimated 16.95 billion vertebrate wildlife annually (range 7.6 to 26.3 billion). In 2012 there were 0.44 house cats per human in the USA, and 122 vertebrate animals were killed per cat, free-ranging members of which killed disproportionately larger numbers of vertebrate wildlife. The DEIR reports there would be 3,677 new residents. The above rates of cat ownership applied to this number of new residents would predict 1,618 new cats, which based on the findings of Loss et al. (2013) would kill 197,396 vertebrate wildlife per year.

House cats also contribute to downstream loading of *Toxoplasma gondii*. According to a UC Davis wildlife health research program, "*Toxoplasma gondii is a parasite that can infect virtually all warm-blooded animals, but the only known definitive hosts are cats – domesticated and feral house cats included. Cats catch the parasite through hunting rodents and birds and they offload it into the environment through their feces... and ...rain that falls on cement creates more runoff than rain that falls on natural earth, which contributes to increased runoff that can carry fecal pathogens to the sea*" (Thje original link is no longer active, but the quote came from the program described at: https://whc.vetmed.ucdavis.edu/programs-projects/ca-conservation/sea-otter).

Impacts to wildlife from the introduction of house cats into the environment would be highly significant, and yet these impacts are not considered in the DEIR. An obvious mitigation measure would be to constrain house cat ownership such as requiring cats to remain indoors.

TRAFFIC IMPACTS ON WILDLIFE

The DEIR neglects to address one of the project's most obvious, substantial impacts to wildlife, and that is wildlife mortality and injuries caused by project-generated traffic. Project-generated traffic would endanger wildlife that must, for various reasons, cross roads used by the project's traffic (Photos 34–37), including along roads far from the project footprint but which would nevertheless by traversed by automobiles head to or from the project's building. Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.



Photo 34. *A white-tailed antelope squirrel runs across the road just in the Coachella Valley, 26 May 2022. Such road crossings are usually successful, but too often prove fatal to the animal.*

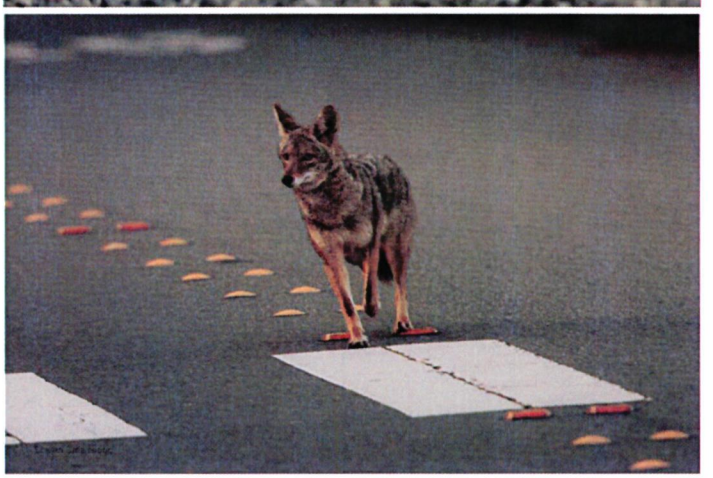


Photo 35. *A coyote uses the crosswalk to cross a road on 2 February 2023. Not all drivers stop, nor do all animals use the crosswalk. Too often, animals are injured or killed when they attempt to cross roads.*



Photos 36 and 37. *Raccoon killed on Road 31 just east of Highway 505 in Solano County (left; photo taken on 10 November 2018), and mourning dove killed by vehicle on a Bakersfield road (right; photo by Noriko Smallwood, 21 June 2020.)*

The nearest study of traffic-caused wildlife mortality was performed along a 2.5-mile stretch of Vasco Road in Contra Costa County, California. Fatality searches in this study found 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study next to Vasco Road (Brown et al. 2016). Brown et al.'s (2016) adjustment factors for carcass persistence resembled those of Santos et al. (2011). Also applying searcher detection rates from Brown et al. (2016), the adjusted total number of fatalities was estimated at 9,462 animals killed by traffic on the road. This fatality number projected over 1.25 years and 2.5 miles of road translates to 3,028 wild animals per mile per year. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 188,191 animals killed per 100 km of road per year, or 22 times that of Loss et al.'s (2014) upper bound estimate and 53 times the Canadian estimate. An analysis is needed of whether increased traffic generated by the project site would similarly result in local impacts on wildlife.

For wildlife vulnerable to front-end collisions and crushing under tires, road mortality can be predicted from the study of Mendelsohn et al. (2009) as a basis, although it would be helpful to have the availability of more studies like that of Mendelsohn et al. (2009) at additional locations. My analysis of the Mendelsohn et al. (2009) data resulted in an estimated 3,028 animals killed per mile along a county road in Contra Costa County. The estimated numbers of fatalities were 1.75% birds, 26.4% mammals (many mice and pocket mice, but also ground squirrels, desert cottontails, striped skunks, American badgers, raccoons, and others), 67.4% amphibians (large numbers of California tiger salamanders and California red-legged frogs, but also Sierran treefrogs,

western toads, arboreal salamanders, slender salamanders and others), and 4.4% reptiles (many western fence lizards, but also skinks, alligator lizards, and snakes of various species). VMT is useful for predicting wildlife mortality because I was able to quantify miles traveled along the studied reach of Vasco Road during the time period of the Mendelsohn et al. (2009), hence enabling a rate of fatalities per VMT that can be projected to other sites, assuming similar collision fatality rates.

Predicting project-generated traffic impacts on wildlife

The DEIR predicts 63,260,124 annual VMT would be generated by the project. During the Mendelsohn et al. (2009) study, 19,500 cars traveled Vasco Road in Contra Costa County daily, so the vehicle miles that contributed to my estimate of non-volant fatalities was 19,500 cars and trucks × 2.5 miles × 365 days/year × 1.25 years = 22,242,187.5 vehicle miles per 9,462 wildlife fatalities, or 2,351 vehicle miles per fatality. This rate divided into the predicted annual VMT would predict 26,908 vertebrate wildlife fatalities per year due to project-generated traffic. Even if traffic-caused wildlife mortality would be half this number, it still would be a large number of animals killed by the project's traffic.

Based on my analysis, the project-generated traffic would cause substantial, significant impacts to wildlife. The DEIR does not address this potential impact, let alone propose to mitigate it. Mitigation measures to improve wildlife safety along roads are available and are feasible, and they need exploration for their suitability with the proposed project. Given the predicted level of project-generated traffic-caused mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, and that, as the EIR is currently written, these impacts would be unmitigated.

CUMULATIVE IMPACTS

The DREIR's cumulative impacts analysis is flawed. There is no list of past, ongoing and future projects in the area that would provide context for the analysis. No geographic scope of analysis is defined. Furthermore, the DEIR points out that the project site "has been heavily altered through agricultural activity for several decades," as if this condition exempts the project from cumulative impacts analysis. In fact, the poor condition of the site is evidence of incremental cumulative impacts and it heightens the need for a serious cumulative impacts analysis.

The DEIR reports that the project site has low conservation value, but its basis for reporting this is based on a mid-day drive-through survey performed by WSP (2022) that failed to detect the thousands of birds flying across the site at dusk and the many bats of at least nine species foraging on the site at night. To all these species, the project site is of critical conservation value.

The DEIR (p. 2.6-14) claims that "The lands adjacent to the Project have also been disturbed for agricultural development, road maintenance, residential use, and livestock use. Surrounding properties are presently used for residential development, agriculture,

equestrian paddocks, and date palm groves. Other nearby lands are vacant but have previously been in cultivation greatly reducing the habitat values of these lands. Developing the Project site would be therefore likely to have less than significant impacts to wildlife movement in the area." But again, these claims, to the degree they are true, would serve as evidence of incremental cumulative impacts that only heighten the need for a serious cumulative impacts analysis. If it only takes disturbances around project sites to cancel cumulative impacts analysis, then such analysis would rarely if ever be performed in California. Contrary to the DEIR's argument, such disturbances likely contributed to cumulative impacts, to which the project would contribute even more.

The DEIR claims that the project would contribute its mitigation fee to the CVMSHCP, and that the CVMSHCP would conserve the special-status species at issue. However, as I noted earlier, only a few of those that are covered by it have been documented at the project site, and otherwise most of the special-status species at issue are not covered by the CVMSHCP. There is no evidence that any of these species would benefit from the fees paid into the CVMSHCP. Each species lives within a unique habitat, so the conservation benefits gained for an HCP-covered species might not extend to other species affected by the project. For example, yellow-headed blackbirds likely would not benefit from conservation easements purchased on sand dunes to protect Coachella Valley fringe-toed lizard.

Moreover, I reviewed the CVMSHCP and its supporting documents to ascertain its performance standards and measurement of progress towards those standards. I could not find biological performance standards, such as minimum numbers of individuals to be achieved through conservation actions, or minimum productivity of each species, or even a minimum species richness as a community metric. Perhaps such performance standards exist, but they were not readily apparent to me. I did find that biological monitoring reports have been delivered with CVMSHCP annual reports. The biological monitoring studies have generated many interesting results, but it remains unclear how those results relate to CVMSHCP performance standards. The biological monitoring reports include many tests of hypotheses that are of obvious interest to the investigators, and of interest to me as a scientist, but most of them fail to inform the reader of whether the CVMSHCP is conserving the species it covers.

The performance standards of the CVMSHCP appear more focused on acreage conserved. Target acres to conserve have been identified specific to the habitat needs of each covered species. Many acres have been conserved to date, and this level of conservation certainly looks impressive. However, most of the conserved acreage has been committed by state and federal agencies, and much less of it by CVMSHCP permittees. Whereas the agencies have achieved 60% of their acreage goals to the reserve system since inception of the CVMSHCP in 2008, the permittees have achieved only 13.7% of their acreage goal (Annual Report 2020). Between 1996 and 2020, permittees contributed an average 552 acres per year in exchange for an allowed authorized disturbance to 898 acres/year (22,420 acres total). Outside conservation areas, 7,016 acres of Coachella Valley fringe-toed lizard habitat have been taken through

2020, whereas 2,391 acres of habitat have been conserved. It appears that authorized take is being front-loaded while conserved acreage from permittee fees lags.

The performance standards of the CVMSHCP are lagging. Until the performance of the CVMSHCP can be demonstrated through both acreage and species conserved, I suggest the more prudent mitigation would be to formulate measures outside the CVMSHCP process. And there are too many special-status species that would not necessarily benefit from the CVMSHCP because they lack coverage and the CVMSHCP was not designed with them in mind.

MITIGATION STRATEGY

As I commented earlier, the mitigation strategy needs to be based on a sound understanding of the existing wildlife community. It needs to be known which species occur or are likely to occur on the project site as well as the nature of their occurrences. Are the occurrences of resident species? Migratory? For particular species such as special-status species, detection surveys should have been performed to either detect the species or to obtain evidence of absence. The mitigation strategy needs to follow the steps under Assess species occurrence likelihoods and Characterize wildlife community, followed by Step 7: Predict impacts (Figure 4). The DEIR's mitigation strategy does not follow from these steps. This pointed out, my comments follow in regular font the summary of each required mitigation measure in italics.

BIO-1 *Construction of the Project and the Middleton Reservoir either must avoid initiating site disturbance during the nesting season (February 1 to August 31) or, if construction or other Project-related activities will proceed during nesting season, then nesting bird surveys must be conducted by a qualified ornithologist or biologist immediately prior to on-site disturbance. Surveys must be conducted no more than three days prior to commencement of site disturbance. ... If nesting birds are found on the Project site, no work is permitted near the nest until the young have fledged. The CDFW generally recommends avoidance buffers of about 500 feet for birds-of-prey and species listed as threatened or endangered, and 100 to 300 feet for unlisted songbirds.*

Should the project go forward, I concur with the need to perform preconstruction surveys, but more than 3 days would be needed to complete enough surveys to detect all nest sites on the 619-acre site. Surveys to detect all nest sites consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site requires a much greater survey effort than can be accomplished by a preconstruction survey within 3 days of the start of construction. Even assuming all the predicted 188 nest sites could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, California would be

denied the production of birds from the project site during every subsequent year. The project's impacts on birds would be permanent and of large magnitude.

The mitigation language allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area or when to relax the buffers for any given species. This measure lacks objective criteria, and it is therefore unenforceable.

Furthermore, the DEIR fails to cite evidence of the efficacy this measure where it has been applied elsewhere. The DEIR needs to convince the public and decision-makers that the measure has already proven effective at other projects.

BIO-2 *A preconstruction burrowing owl survey following the CDFG (2012) guidelines must be conducted prior to any ground-disturbing activities at the Project and Middleton Reservoir sites. If found on site, and unless avoidable, all burrowing owls must be relocated prior to any ground disturbing activities. If burrowing owls remain on-site, a Burrowing Owl Relocation and Management Plan must be prepared to describe how the burrowing owl will be actively or passively relocated per CDFW guidelines. Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.*

To follow the CDFW (2012) guidelines, breeding-season detection surveys must be completed prior to the public circulation of the DEIR. This has not happened, so unless the EIR is withdrawn and revised, a preconstruction survey for burrowing owls could not possibly follow the CDFW (2012) guidelines.

Because the burrowing owl is a candidate for listing under California Endangered Species Act, consultation with the CDFW needs to begin before any surveys are conducted. Even if no burrowing owls are detected, the loss of foraging habitat would need to be mitigated. Also, CDFW (2012) warns that passive or active translocation of burrowing owls can be interpreted as take. Take of a candidate species is not allowed.

NEEDED MITIGATION MEASURES

Habitat loss: Should the project go forward, compensatory mitigation is needed for the loss of habitat of species that are not covered by the CVMSHCP. I suggest a 3:1 mitigation ratio to ensure no-net-loss of habitat value.

Bird-Window Collision Mortality: If the project goes forward, it should at a minimum adhere to available Bird-Safe Guidelines, such as those prepared by American Bird Conservancy and New York and San Francisco. The American Bird Conservancy (ABC) produced an excellent set of guidelines recommending actions to: (1) Minimize use of glass; (2) Placing glass behind some type of screening (grilles, shutters, exterior shades); (3) Using glass with inherent properties to reduce collisions, such as patterns, window films, decals or tape; and (4) Turning off lights during migration seasons (Sheppard and Phillips 2015). The City of San Francisco (San Francisco Planning

Department 2011) also has a set of building design guidelines, based on the excellent guidelines produced by the New York City Audubon Society (Orff et al. 2007). The ABC document and both the New York and San Francisco documents provide excellent alerting of potential bird-collision hazards as well as many visual examples. The San Francisco Planning Department's (2011) building design guidelines are more comprehensive than those of New York City, but they could have gone further. For example, the San Francisco guidelines probably should have also covered scientific monitoring of impacts as well as compensatory mitigation for impacts that could not be avoided, minimized or reduced.

New research results inform of the efficacy of marking windows. Whereas Klem (1990) found no deterrent effect from decals on windows, Johnson and Hudson (1976) reported a fatality reduction of about 69% after placing decals on windows. In an experiment of opportunity, Ocampo-Peñuela et al. (2016) found only 2 of 86 fatalities at one of 6 buildings – the only building with windows treated with a bird deterrent film. At the building with fritted glass, bird collisions were 82% lower than at other buildings with untreated windows. Kahle et al. (2016) added external window shades to some windowed façades to reduce fatalities 82% and 95%. Brown et al. (2020) reported an 84% lower collision probability among fritted glass windows and windows treated with ORNILUX R UV. City of Portland Bureau of Environmental Services and Portland Audubon (2020) reduced bird collision fatalities 94% by affixing marked Solyx window film to existing glass panels of Portland's Columbia Building. Many external and internal glass markers have been tested experimentally, some showing no effect and some showing strong deterrent effects (Klem 1989, 1990, 2009, 2011; Klem and Saenger 2013; Rössler et al. 2015).

Van Doren et al. (2021) found that nocturnal migrants contributed most of the collision fatalities in their study, and the largest predictors of fatalities were peak migration and lit windows. Van Doren et al. (2021) predicted that a light-out mitigation measure could reduce bird-window collision mortality by 60%.

Monitoring and the use of compensatory mitigation should be incorporated at any new building project because the measures recommended in the available guidelines remain of uncertain efficacy, and even if these measures are effective, they will not reduce collision fatalities to zero. The only way to assess mitigation efficacy and to quantify post-construction fatalities is to monitor the project for fatalities.

Fund Wildlife Rehabilitation Facilities: Compensatory mitigation ought also to include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Many animals would likely be injured by collisions with windows of homes and with automobiles traveling to and from the project site, and by attempted predation by free-ranging house cats.

Landscaping: If the project goes forward, California native plant landscaping (i.e., grassland and locally appropriate scrub plants) should be considered to be used as opposed to landscaping with lawn and exotic shrubs and trees. Native plants offer more structure, cover, food resources, and nesting substrate for wildlife than landscaping with

lawn and ornamental trees. Native plant landscaping has been shown to increase the abundance of arthropods which act as important sources of food for wildlife and are crucial for pollination and plant reproduction (Narango et al. 2017, Adams et al. 2020, Smallwood and Wood 2022.). Further, many endangered and threatened insects require native host plants for reproduction and migration, e.g., monarch butterfly. Around the world, landscaping with native plants over exotic plants increases the abundance and diversity of birds, and it is particularly valuable to native birds (Lerman and Warren 2011, Burghardt et al. 2008, Berthon et al. 2021, Smallwood and Wood 2022). Landscaping with native plants is a way to maintain or to bring back some of the natural habitat and lessen the footprint of urbanization by acting as interconnected patches of habitat for wildlife (Goddard et al. 2009, Tallamy 2020). Lastly, not only does native plant landscaping benefit wildlife, it requires less water and maintenance than traditional landscaping with lawn and hedges.

Thank you for your consideration,

Shawn Smallwood

Shawn Smallwood, Ph.D.

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Photo 38. *Great blue heron on the south side of the project site, 17 October 2025.*



Kenneth Shawn Smallwood
Curriculum Vitae

3108 Finch Street
Davis, CA 95616
Phone (530) 756-4598
Cell (530) 601-6857
puma@dcn.org

Born May 3, 1963 in
Sacramento, California.
Married, father of two.

Ecologist

Expertise

- Finding solutions to controversial problems related to wildlife interactions with human industry, infrastructure, and activities;
- Wildlife monitoring and field study using GPS, thermal imaging, behavior surveys;
- Using systems analysis and experimental design principles to identify meaningful ecological patterns that inform management decisions.

Education

Ph.D. Ecology, University of California, Davis. September 1990.
M.S. Ecology, University of California, Davis. June 1987.
B.S. Anthropology, University of California, Davis. June 1985.
Corcoran High School, Corcoran, California. June 1981.

Experience

- 762 professional reports, including:
- 90 peer reviewed publications
- 24 in non-reviewed proceedings
- 646 reports, declarations, posters and book reviews
- 8 in mass media outlets
- 92 public presentations of research results

Editing for scientific journals: Guest Editor, *Wildlife Society Bulletin*, 2012-2013, of invited papers representing international views on the impacts of wind energy on wildlife and how to mitigate the impacts. Associate Editor, *Journal of Wildlife Management*, March 2004 to 30 June 2007. Editorial Board Member, *Environmental Management*, 10/1999 to 8/2004. Associate Editor, *Biological Conservation*, 9/1994 to 9/1995.

Member, Alameda County Scientific Review Committee (SRC), August 2006 to April 2011. The five-member committee investigated causes of bird and bat collisions in the Altamont Pass Wind Resource Area, and recommended mitigation and monitoring measures. The SRC reviewed the science underlying the Alameda County Avian Protection Program, and advised

the County on how to reduce wildlife fatalities.

Consulting Ecologist, 2004-2007, California Energy Commission (CEC). Provided consulting services as needed to the CEC on renewable energy impacts, monitoring and research, and produced several reports. Also collaborated with Lawrence-Livermore National Lab on research to understand and reduce wind turbine impacts on wildlife.

Consulting Ecologist, 1999-2013, U.S. Navy. Performed endangered species surveys, hazardous waste site monitoring, and habitat restoration for the endangered San Joaquin kangaroo rat, California tiger salamander, California red-legged frog, California clapper rail, western burrowing owl, salt marsh harvest mouse, and other species at Naval Air Station Lemoore; Naval Weapons Station, Seal Beach, Detachment Concord; Naval Security Group Activity, Skaggs Island; National Radio Transmitter Facility, Dixon; and, Naval Outlying Landing Field Imperial Beach.

Part-time Lecturer, 1998-2005, California State University, Sacramento. Instructed Mammalogy, Behavioral Ecology, and Ornithology Lab, Contemporary Environmental Issues, Natural Resources Conservation.

Senior Ecologist, 1999-2005, BioResource Consultants. Designed and implemented research and monitoring studies related to avian fatalities at wind turbines, avian electrocutions on electric distribution poles across California, and avian fatalities at transmission lines.

Chairman, Conservation Affairs Committee, The Wildlife Society--Western Section, 1999-2001. Prepared position statements and led efforts directed toward conservation issues, including travel to Washington, D.C. to lobby Congress for more wildlife conservation funding.

Systems Ecologist, 1995-2000, Institute for Sustainable Development. Headed ISD's program on integrated resources management. Developed indicators of ecological integrity for large areas, using remotely sensed data, local community involvement and GIS.

Associate, 1997-1998, Department of Agronomy and Range Science, University of California, Davis. Worked with Shu Geng and Mingua Zhang on several studies related to wildlife interactions with agriculture and patterns of fertilizer and pesticide residues in groundwater across a large landscape.

Lead Scientist, 1996-1999, National Endangered Species Network. Informed academic scientists and environmental activists about emerging issues regarding the Endangered Species Act and other environmental laws. Testified at public hearings on endangered species issues.

Ecologist, 1997-1998, Western Foundation of Vertebrate Zoology. Conducted field research to determine the impact of past mercury mining on the status of California red-legged frogs in Santa Clara County, California.

Senior Systems Ecologist, 1994-1995, EIP Associates, Sacramento, California. Provided consulting services in environmental planning, and quantitative assessment of land units for their conservation and restoration opportunities basedon ecological resource requirements of 29 special-status species. Developed ecological indicators for prioritizing areas within Yolo County

to receive mitigation funds for habitat easements and restoration.

Post-Graduate Researcher, 1990-1994, Department of Agronomy and Range Science, *U.C. Davis*. Under Dr. Shu Geng's mentorship, studied landscape and management effects on temporal and spatial patterns of abundance among pocket gophers and species of Falconiformes and Carnivora in the Sacramento Valley. Managed and analyzed a data base of energy use in California agriculture. Assisted with landscape (GIS) study of groundwater contamination across Tulare County, California.

Work experience in graduate school: Co-taught Conservation Biology with Dr. Christine Schonewald, 1991 & 1993, UC Davis Graduate Group in Ecology; Reader for Dr. Richard Coss's course on Psychobiology in 1990, UC Davis Department of Psychology; Research Assistant to Dr. Walter E. Howard, 1988-1990, UC Davis Department of Wildlife and Fisheries Biology, testing durable baits for pocket gopher management in forest clearcuts; Research Assistant to Dr. Terrell P. Salmon, 1987-1988, UC Wildlife Extension, Department of Wildlife and Fisheries Biology, developing empirical models of mammal and bird invasions in North America, and a rating system for priority research and control of exotic species based on economic, environmental and human health hazards in California. Student Assistant to Dr. E. Lee Fitzhugh, 1985-1987, UC Cooperative Extension, Department of Wildlife and Fisheries Biology, developing and implementing statewide mountain lion track count for long-term monitoring.

Fulbright Research Fellow, Indonesia, 1988. Tested use of new sampling methods for numerical monitoring of Sumatran tiger and six other species of endemic felids, and evaluated methods used by other researchers.

Projects

Repowering wind energy projects through careful siting of new wind turbines using map-based collision hazard models to minimize impacts to volant wildlife. Funded by wind companies (principally NextEra Renewable Energy, Inc.), California Energy Commission and East Bay Regional Park District, I have collaborated with a GIS analyst and managed a crew of five field biologists performing golden eagle behavior surveys and nocturnal surveys on bats and owls. The goal is to quantify flight patterns for development of predictive models to more carefully site new wind turbines in repowering projects. Focused behavior surveys began May 2012 and continue. Collision hazard models have been prepared for seven wind projects, three of which were built. Planning for additional repowering projects is underway.

Test avian safety of new mixer-ejector wind turbine (MEWT). Designed and implemented a before-after, control-impact experimental design to test the avian safety of a new, shrouded wind turbine developed by Ogin Inc. (formerly known as FloDesign Wind Turbine Corporation). Supported by a $718,000 grant from the California Energy Commission's Public Interest Energy Research program and a 20% match share contribution from Ogin, I managed a crew of seven field biologists who performed periodic fatality searches and behavior surveys, carcass detection trials, nocturnal behavior surveys using a thermal camera, and spatial analyses with the collaboration of a GIS analyst. Field work began 1 April 2012 and ended 30 March 2015 without Ogin installing its MEWTs, but we still achieved multiple important scientific advances.

Reduce avian mortality due to wind turbines at Altamont Pass. Studied wildlife impacts caused by 5,400 wind turbines at the world's most notorious wind resource area. Studied how impacts are perceived by monitoring and how they are affected by terrain, wind patterns, food resources, range management practices, wind turbine operations, seasonal patterns, population cycles, infrastructure management such as electric distribution, animal behavior and social interactions.

Reduce avian mortality on electric distribution poles. Directed research toward reducing bird electrocutions on electric distribution poles, 2000-2007. Oversaw 5 founds of fatality searches at 10,000 poles from Orange County to Glenn County, California, and produced two large reports.

Cook *et al.* v. Rockwell International *et al.*, No. 90-K-181 (D. Colorado). Provided expert testimony on the role of burrowing animals in affecting the fate of buried and surface-deposited radioactive and hazardous chemical wastes at the Rocky Flats Plant, Colorado. Provided expert reports based on four site visits and an extensive document review of burrowing animals. Conducted transect surveys for evidence of burrowing animals and other wildlife on and around waste facilities. Discovered substantial intrusion of waste structures by burrowing animals. I testified in federal court in November 2005, and my clients were subsequently awarded a $553,000,000 judgment by a jury. After appeals the award was increased to two billion dollars.

Hanford Nuclear Reservation Litigation. Provided expert testimony on the role of burrowing animals in affecting the fate of buried radioactive wastes at the Hanford Nuclear Reservation, Washington. Provided three expert reports based on three site visits and extensive document review. Predicted and verified a certain population density of pocket gophers on buried waste structures, as well as incidence of radionuclide contamination in body tissue. Conducted transect surveys for evidence of burrowing animals and other wildlife on and around waste facilities. Discovered substantial intrusion of waste structures by burrowing animals.

Expert testimony and declarations on proposed residential and commercial developments, gas-fired power plants, wind, solar and geothermal projects, water transfers and water transfer delivery systems, endangered species recovery plans, Habitat Conservation Plans and Natural Communities Conservation Programs. Testified before multiple government agencies, Tribunals, Boards of Supervisors and City Councils, and participated with press conferences and depositions. Prepared expert witness reports and court declarations, which are summarized under Reports (below).

Protocol-level surveys for special-status species. Used California Department of Fish and Wildlife and US Fish and Wildlife Service protocols to search for California red-legged frog, California tiger salamander, arroyo southwestern toad, blunt-nosed leopard lizard, western pond turtle, giant kangaroo rat, San Joaquin kangaroo rat, San Joaquin kit fox, western burrowing owl, Swainson's hawk, Valley elderberry longhorn beetle and other special-status species.

Conservation of San Joaquin kangaroo rat. Performed research to identify factors responsible for the decline of this endangered species at Lemoore Naval Air Station, 2000-2013, and implemented habitat enhancements designed to reverse the trend and expand the population.

Impact of West Nile Virus on yellow-billed magpies. Funded by Sacramento-Yolo Mosquito and Vector Control District, 2005-2008, compared survey results pre- and post-West Nile Virus epidemic for multiple bird species in the Sacramento Valley, particularly on yellow-billed magpie and American crow due to susceptibility to WNV.

Workshops on HCPs. Assisted Dr. Michael Morrison with organizing and conducting a 2-day workshop on Habitat Conservation Plans, sponsored by Southern California Edison, and another 1-day workshop sponsored by PG&E. These Workshops were attended by academics, attorneys, and consultants with HCP experience. We guest-edited a Proceedings published in Environmental Management.

Mapping of biological resources along Highways 101, 46 and 41. Used GPS and GIS to delineate vegetation complexes and locations of special-status species along 26 miles of highway in San Luis Obispo County, 14 miles of highway and roadway in Monterey County, and in a large area north of Fresno, including within reclaimed gravel mining pits.

GPS mapping and monitoring at restoration sites and at Caltrans mitigation sites. Monitored the success of elderberry shrubs at one location, the success of willows at another location, and the response of wildlife to the succession of vegetation at both sites. Also used GPS to monitor the response of fossorial animals to yellow star-thistle eradication and natural grassland restoration efforts at Bear Valley in Colusa County and at the decommissioned Mather Air Force Base in Sacramento County.

Mercury effects on Red-legged Frog. Assisted Dr. Michael Morrison and US Fish and Wildlife Service in assessing the possible impacts of historical mercury mining on the federally listed California red-legged frog in Santa Clara County. Also measured habitat variables in streams.

Opposition to proposed No Surprises rule. Wrote a white paper and summary letter explaining scientific grounds for opposing the incidental take permit (ITP) rules providing ITP applicants and holders with general assurances they will be free of compliance with the Endangered Species Act once they adhere to the terms of a "properly functioning HCP." Submitted 188 signatures of scientists and environmental professionals concerned about No Surprises rule US Fish and Wildlife Service, National Marine Fisheries Service, all US Senators.

Natomas Basin Habitat Conservation Plan alternative. Designed narrow channel marsh to increase the likelihood of survival and recovery in the wild of giant garter snake, Swainson's hawk and Valley Elderberry Longhorn Beetle. The design included replication and interspersion of treatments for experimental testing of critical habitat elements. I provided a report to Northern Territories, Inc.

Assessments of agricultural production system and environmental technology transfer to China. Twice visited China and interviewed scientists, industrialists, agriculturalists, and the Directors of the Chinese Environmental Protection Agency and the Department of Agriculture to assess the need and possible pathways for environmental clean-up technologies and trade opportunities between the US and China.

Yolo County Habitat Conservation Plan. Conducted landscape ecology study of Yolo County to spatially prioritize allocation of mitigation efforts to improve ecosystem functionality within the County from the perspective of 29 special-status species of wildlife and plants. Used a hierarchically structured indicators approach to apply principles of landscape and ecosystem ecology, conservation biology, and local values in rating land units. Derived GIS maps to help guide the conservation area design, and then developed implementation strategies.

Mountain lion track count. Developed and conducted a carnivore monitoring program throughout California since 1985. Species counted include mountain lion, bobcat, black bear, coyote, red and gray fox, raccoon, striped skunk, badger, and black-tailed deer. Vegetation and land use are also monitored. Track survey transect was established on dusty, dirt roads within randomly selected quadrats.

Sumatran tiger and other felids. Upon award of Fulbright Research Fellowship, I designed and initiated track counts for seven species of wild cats in Sumatra, including Sumatran tiger, fishing cat, and golden cat. Spent four months on Sumatra and Java in 1988, and learned Bahasa Indonesia, the official Indonesian language.

Wildlife in agriculture. Beginning as post-graduate research, I studied pocket gophers and other wildlife in 40 alfalfa fields throughout the Sacramento Valley, and I surveyed for wildlife along a 200 mile road transect since 1989 with a hiatus of 1996-2004. The data are analyzed using GIS and methods from landscape ecology, and the results published and presented orally to farming groups in California and elsewhere. I also conducted the first study of wildlife in cover crops used on vineyards and orchards.

Agricultural energy use and Tulare County groundwater study. Developed and analyzed a data base of energy use in California agriculture, and collaborated on a landscape (GIS) study of groundwater contamination across Tulare County, California.

Pocket gopher damage in forest clear-cuts. Developed gopher sampling methods and tested various poison baits and baiting regimes in the largest-ever field study of pocket gopher management in forest plantations, involving 68 research plots in 55 clear-cuts among 6 National Forests in northern California.

Risk assessment of exotic species in North America. Developed empirical models of mammal and bird species invasions in North America, as well as a rating system for assigning priority research and control to exotic species in California, based on economic, environmental, and human health hazards.

Peer Reviewed Publications

Smallwood, K. S. 2022. Utility-scale solar impacts to volant wildlife. Journal of Wildlife Management: e22216. https://doi.org/10.1002/jwmg.22216

Smallwood, K. S., and N. L. Smallwood. 2021. Breeding Density and Collision Mortality of Loggerhead Shrike (*Lanius ludovicianus*) in the Altamont Pass Wind Resource Area. Diversity 13, 540. https://doi.org/10.3390/d13110540.

Smallwood, K. S. 2020. USA wind energy-caused bat fatalities increase with shorter fatality search intervals. Diversity 12(98); https://doi.org/10.3390/d12030098

Smallwood, K. S., D. A. Bell, and S. Standish. 2020. Dogs detect larger wind energy impacts on bats and birds. Journal of Wildlife Management 84:852-864. DOI: 10.1002/jwmg.21863.

Smallwood, K. S., and D. A. Bell. 2020. Relating bat passage rates to wind turbine fatalities.

Diversity 12(84); doi:10.3390/d12020084.

Smallwood, K. S., and D. A. Bell. 2020. Effects of wind turbine curtailment on bird and bat fatalities. Journal of Wildlife Management 84:684-696. DOI: 10.1002/jwmg.21844

Kitano, M., M. Ino, K. S. Smallwood, and S. Shiraki. 2020. Seasonal difference in carcass persistence rates at wind farms with snow, Hokkaido, Japan. Ornithological Science 19: 63 – 71.

Smallwood, K. S. and M. L. Morrison. 2018. Nest-site selection in a high-density colony of burrowing owls. Journal of Raptor Research 52:454-470.

Smallwood, K. S., D. A. Bell, E. L. Walther, E. Leyvas, S. Standish, J. Mount, B. Karas. 2018. Estimating wind turbine fatalities using integrated detection trials. Journal of Wildlife Management 82:1169-1184.

Smallwood, K. S. 2017. Long search intervals under-estimate bird and bat fatalities caused by wind turbines. Wildlife Society Bulletin 41:224-230.

Smallwood, K. S. 2017. The challenges of addressing wildlife impacts when repowering wind energy projects. Pages 175-187 in Köppel, J., Editor, Wind Energy and Wildlife Impacts: Proceedings from the CWW2015 Conference. Springer. Cham, Switzerland.

May, R., Gill, A. B., Köppel, J. Langston, R. H.W., Reichenbach, M., Scheidat, M., Smallwood, S., Voigt, C. C., Hüppop, O., and Portman, M. 2017. Future research directions to reconcile wind turbine–wildlife interactions. Pages 255-276 in Köppel, J., Editor, Wind Energy and Wildlife Impacts: Proceedings from the CWW2015 Conference. Springer. Cham, Switzerland.

Smallwood, K. S. 2017. Monitoring birds. M. Perrow, Ed., Wildlife and Wind Farms - Conflicts and Solutions, Volume 2. Pelagic Publishing, Exeter, United Kingdom. www.bit.ly/2v3cR9Q

Smallwood, K. S., L. Neher, and D. A. Bell. 2017. Turbine siting for raptors: an example from Repowering of the Altamont Pass Wind Resource Area. M. Perrow, Ed., Wildlife and Wind Farms - Conflicts and Solutions, Volume 2. Pelagic Publishing, Exeter, United Kingdom. www.bit.ly/2v3cR9Q

Johnson, D. H., S. R. Loss, K. S. Smallwood, W. P. Erickson. 2016. Avian fatalities at wind energy facilities in North America: A comparison of recent approaches. Human–Wildlife Interactions 10(1):7-18.

Sadar, M. J., D. S.-M. Guzman, A. Mete, J. Foley, N. Stephenson, K. H. Rogers, C. Grosset, K. S. Smallwood, J. Shipman, A. Wells, S. D. White, D. A. Bell, and M. G. Hawkins. 2015. Mange Caused by a novel Micnemidocoptes mite in a Golden Eagle (*Aquila chrysaetos*). Journal of Avian Medicine and Surgery 29(3):231-237.

Smallwood, K. S. 2015. Habitat fragmentation and corridors. Pages 84-101 in M. L. Morrison and H. A. Mathewson, Eds., Wildlife habitat conservation: concepts, challenges, and solutions. John Hopkins University Press, Baltimore, Maryland, USA.

Flores, Kate

From: Acquia Mail
Sent: Friday, November 28, 2025 8:39 PM
To: ajspar@gmail.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251209.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on November 28, 2025

Submitted values are:

First Name
AJ

Last Name
Pisano

Address (Street, City and Zip)
68240 Peladora Rd

Phone
8184383216

Email
ajspar@gmail.com

Agenda Date
12/09/2025

Agenda Item # or Public Comment
Thermal Ranch Development Concerns

State your position below

Oppose

Do you need a Spanish translator?
No

Flores, Kate

From: Acquia Mail
Sent: Tuesday, November 25, 2025 8:39 AM
Cc: Clerk of the Board
Subject: Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251209.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on November 25, 2025

Submitted values are:

First Name
Liridona

Last Name
Leti

Phone
7604085738

Agenda Date
12/09/2025

Agenda Item # or Public Comment
Thermal Ranch Development concern

State your position below
Oppose

Do you need a Spanish translator?
No

Flores, Kate

From: Acquia Mail
Sent: Sunday, November 23, 2025 10:56 PM
To: ajspar@gmail.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251209.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on November 23, 2025

Submitted values are:

First Name
AJ

Last Name
Pisano

Address (Street, City and Zip)
68240 Peladora Rd

Phone
8184383216

Email
ajspar@gmail.com

Agenda Date
11/25/2025

Agenda Item # or Public Comment
Thermal Ranch Development Concerns

State your position below

Oppose

Do you need a Spanish translator?
No

Comments
I would like to be able to speak at the next meeting to voice my concerns regarding the Thermal Ranch Development that is currently under review.

Flores, Kate

From: Acquia Mail
Sent: Monday, December 15, 2025 7:45 AM
To: Clerk of the Board
Subject: Public Comments Web Submission

The Clerk of the Board has received your public comments and will forward them to the Board of Supervisors. If you wish to call in and speak at the Board of Supervisors meeting, please select https://rivcocob.org/request-to-speak and fill out the request to speak form.

Thank you,
Riverside County Clerk of the Board

Submitted on December 15, 2025

Submitted values are:

First Name
Jasmine

Last Name
Arredondo-Torres

Address (Street, City and Zip)
91944 Rebeca Road

Phone
7608489933

Email
arredondojasmine@gmail.com

Agenda Date
12/15/2025

Agenda Item # or Public Comment
231

State your position below

3.49

Oppose

Comments

I do not support the creation of the Thermal Ranch. I oppose this building in my community because it does nothing but support rich people. Why does this community need "luxury" development if we are not even going to be able to use it? We don't need it. It is just another development for the rich who don't care about us. They may say they are supporting the community by donating, but they really don't. The first luxury location they already have is the racetrack with million dollar homes around it. Who goes there? Not my community. Only rich people with access. The Thermal Ranch will only take space, water, and light from our people. My community lives here year-round. Those guests coming in for the Thermal Ranch will only come for events. They could care less of what the people around them go through. It is a disgrace for even thinking this luxury development will help anyone but the rich. I OPPOSE!

Flores, Kate

From: Acquia Mail
Sent: Friday, December 12, 2025 4:21 PM
To: jjenkins@pgawest.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 12, 2025

Submitted values are:

First Name
Jennifer

Last Name
Jenkins

Address (Street, City and Zip)
49385 Rancho San Francisquito

Phone
(760) 464-3015

Email
jjenkins@pgawest.com

Agenda Date
12/16/2025

Agenda Item # or Public Comment
Thermal Ranch

State your position below

3.49

Support

Do you need a Spanish translator?
No

Comments
I am the Business Development Director for PGA WEST and have worked there for 30 years. We have worked with several builders over the years, and we strongly support the Thermal Ranch project and the positive impact they will have on the community.
I look forward to speaking with you on Tuesday.
Thank you, Jennifer Jenkins

Flores, Kate

From: Acquia Mail
Sent: Monday, December 15, 2025 2:44 PM
To: jesse@buildwithcapital.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 15, 2025

Submitted values are:

First Name
jesse

Last Name
frescas

Address (Street, City and Zip)
72100 magnesia falls, suite 2

Phone
6267054720

Email
jesse@buildwithcapital.com

Agenda Date
12/16/2025

Agenda Item # or Public Comment
3.49

State your position below

3.49

Support

Do you need a Spanish translator?
No

Comments
No Unions

Flores, Kate

From: Acquia Mail
Sent: Monday, December 15, 2025 2:55 PM
To: ajspar@gmail.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 15, 2025

Submitted values are:

First Name
AJ

Last Name
Pisano

Address (Street, City and Zip)
68240 Peladora Rd, Cathedral City 92234

Phone
8184383216

Email
ajspar@gmail.com

Agenda Date
12/16/2025

Agenda Item # or Public Comment
Thermal Ranch Development

State your position below
Oppose

Flores, Kate

From: Acquia Mail
Sent: Monday, December 15, 2025 4:33 PM
Cc: Clerk of the Board
Subject: Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 15, 2025

Submitted values are:

First Name
Mariela

Last Name
Loera

Phone
909-728-8680

Agenda Date
12/16/2025

Agenda Item # or Public Comment
3.49

State your position below
Neutral

Do you need a Spanish translator?
Yes

Flores, Kate

From: odalys beltran <odalys_beltran@hotmail.com>
Sent: Monday, December 15, 2025 5:01 PM
To: Clerk of the Board
Cc: pbrady@rivco.org
Subject: Comment for item 23.1- No to Thermal Ranch

Hello,

My name is Odalys Beltran, I live and work in the Eastern Coachella Valley. Many of my clients live in the Eastern Valley and struggle with meeting their basic needs. Saying yes to Thermal Ranch is another slap in the face to the eastern Coachella Valley. We do not need more luxury developments, we need to pay attention and invest in the communities that already exist.

Thank you

Flores, Kate

From: Acquia Mail
Sent: Monday, December 15, 2025 6:25 PM
To: sbarajas@nhca.pro
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251216.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on December 15, 2025

Submitted values are:

First Name
Sergio

Last Name
Barajas

Address (Street, City and Zip)
1982 Deer Haven Dr

Phone
7148832855

Email
sbarajas@nhca.pro

Agenda Date
12/16/2025

Agenda Item # or Public Comment
3.49

State your position below

Support

Do you need a Spanish translator?
No

Comments
NHCA supports the development of the Thermal project. The housing it will ultimately generate, both market rate and affordable, is needed. Equally important, the local jobs it will create for area residents, is critical to growing and nurturing the desperately needed construction trades.

Flores, Kate

From: growingcv@aol.com
Sent: Monday, December 15, 2025 8:19 PM
To: Clerk of the Board
Subject: Thermal Horse Park

To The Clerk of the Board,
I want to state my support of the proposed Thermal Horse Park. I believe it will be beneficial to the east valley and will bring much needed infrastructure to the area. Thank you, Janell Percy

Janell Percy
Growing Coachella Valley
Executive Director
760-902-0057
www.growingcoachellavalley.org
www.facebook.com/GrowingCoachellaValley/

Protecting our resources, now and for the future.

Flores, Kate

From: Brian Grantham <briankgrantham@yahoo.com>
Sent: Tuesday, December 16, 2025 6:26 AM
To: Clerk of the Board
Subject: SUPPORT: Thermal Ranch Specific Plan/SP No. 00401, General Plan Amendment Case No. GPA No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan Nos. 230035 and 230038.

Flores, Kate

From: Kevin Bishop <Kevin@whitestardevelopment.com>
Sent: Tuesday, December 16, 2025 7:01 AM
To: Clerk of the Board
Subject: Thermal Ranch Support - Tentative Tract Map No. 38578, Plot Plan Nos. 230035 and 230038

Statement of Support:
As a partner in land ownership and business operations in Thermal, I would like to write in strong support of the proposed 622 Thermal Ranch Project. This project will generate substantial tax revenue, drive infrastructure, investment, create jobs for locals, attract out of area visitors all driving economic growth and community benefits for the area.

Kevin Bishop
Full Time Resident Palm Desert

Flores, Kate

From: Taylor Grantham <taylorgrantham18@gmail.com>
Sent: Tuesday, December 16, 2025 7:22 AM
To: Clerk of the Board
Subject: THERMAL RANCH SUPPORT

Taylor Grantham
Palm Desert Resident

Statement of SUPPORT for Thermal Ranch

Flores, Kate

From: Dennis Jensen <dennis@seaviewsales.com>
Sent: Tuesday, December 16, 2025 7:25 AM
To: Clerk of the Board
Subject: Thermal Ranch Specific Plan no. 00401

REF: Thermal Ranch Specific Plan/SP No. 00401, General Plan Amendment Case No. GPA No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan Nos. 230035 and 230038.

Dear Honorable Supervisor Perez:

I am writing to express my strong support for the proposed 622-acre equestrian center that includes residential and commercial development in Thermal. After reviewing staff report, I ask that you follow their recommendations as this project follows the County's policy for development. This ambitious project represents a unique opportunity to enhance our community, create jobs, and attract visitors from near and far.

Dennis Jensen

La Quinta, CA 92253

Flores, Kate

From: David Kohl <kohl.david@gmail.com>
Sent: Tuesday, December 16, 2025 8:11 AM
To: Clerk of the Board
Subject: Thermal Ranch Specific Plan/SP No. 00401, General Plan Amendment Case No. GPA No. 230001, Change of Zone No. 2300003, Tentative Tract Map No. 38578, Plot Plan Nos. 230035 and 230038

David Kohl
Kohl Ranch
86075 Avenue 60
Thermal, CA 92274

La Quinta Date
86075 Avenue 60
Thermal, CA 92274

Desert Valley Date
86-740 Industrial Way, Coachella, CA 92236

Dear Honorable Supervisor Perez:

I am writing to express my **strong support** for the proposed 622-acre equestrian center that includes residential and commercial development in Thermal. This ambitious project represents a unique opportunity to enhance our community, drive infrastructure development, create jobs, bring in tax revenue and attract both National and International visitors.

The Kohl Ranch has been supportive of developing the region since we acquired our property in 1979. Since then our ties to the community have grown deeper. We now own one of the largest produces of organic dates in the region in La Quinta Date and acquired Desert Valley Date which is one of the regions largest employers and supports around 90 growers in the region by processing their fruit.

We hope you join us in our support.

Sincerely,

David Kohl

Flores, Kate

From: Steve Lawrence <slawrence@secureenergyadvisors.com>
Sent: Tuesday, December 16, 2025 8:31 AM
To: Clerk of the Board
Subject: Statement of support for Thermal Ranch

Good Morning,

I am Steve Lawrence,, a full time resident of La Quinta and active business person working throughout the US. I am sending this letter of support for the new project, Thermal Ranch.

This advancement of expanding the current Equestrian Center, one of the very best in the world, will continue to grow into one of the greatest assets of our region, (if not our country!).

The leadership team is comprised of outstanding business people and more importantly outstanding individuals who represent the worldwide Equestrian community in the highest standard.

More importantly I believe that as neighbors they represent our community with the same enthusiasm and respect. Their team and the thousands of participants who live here for a good part of the year, make a very strong impact personally to our immediate area. I see that in every area of our community during the season.

Having the Thermal Ranch program, with their great leadership, will be a "Shinning Star" for our community,, that will be shared from all of the participants throughout the world as they travel back to their other homes.

Thank you for your consideration.

Steve Lawrence

Steve Lawrence
Principal
Secure Energy Sources
C: 603-234-0662
E: slawrence@secureenergyadvisors.com



Flores, Kate

From: Nader Morovati <nader@morgroupllc.com>
Sent: Tuesday, December 16, 2025 8:18 AM
To: Clerk of the Board
Subject: Support Thermal Ranch 622 acre project

Dear County of Riverside,

My family has been involved in the Thermal community for over 30 years, and we currently own more than 3,000 acres of land in the Thermal area. Based on our long-standing experience and investment in the region, we fully **support the approval of the Thermal Ranch 622-acre project**.

This project represents an important opportunity to bring **economic growth, job creation, and long-term investment** to the Thermal area. The development will help strengthen the local economy, expand the tax base, and contribute to much-needed infrastructure and community improvements. In addition, the project supports responsible growth that will enhance the quality of life for current and future residents.

For these reasons, we respectfully encourage the County of Riverside to move forward with approval of the Thermal Ranch project.

Thank you for your time and consideration.

Sincerely,
Nader Morovati

Flores, Kate

From: Brady, Russell
Sent: Tuesday, December 16, 2025 8:55 AM
To: Brian Flynn; Clerk of the Board
Subject: RE: Comment: Thermal Ranch Specific Plan (BOS Hearing: Dec. 16, 2025)
Attachments: Thermal Ranch Response to comments_Revised.pdf; TRSP 2nd Supp RTC AQ Tech Memo w Attach 12.15.25 copy.pdf; TRSP Third RTC on LD Ltr et al 12.15.25 copy.pdf

Brian, see attached responses to the comments provided. This will be provided to the Board as well for their consideration at the hearing today. Please confirm receipt and let me know if you need anything else.

Thanks

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025

How are we doing? Click the Link and tell us

From: Brian Flynn <brian@lozeaudrury.com>
Sent: Wednesday, December 10, 2025 4:40 PM
To: Clerk of the Board <COB@RIVCO.ORG>; Brady, Russell <rbrady@RIVCO.ORG>
Subject: Comment: Thermal Ranch Specific Plan (BOS Hearing: Dec. 16, 2025)

To Chair Perez, Vice-Chair Spiegel, and Honorable Supervisors:

Please find attached a comment submitted on behalf of Supporters Alliance For Environmental Responsibility (SAFER) regarding the Thermal Ranch Specific Plan Project to be heard at the Board of Supervisors' December 16, 2025 meeting.

Acknowledgment of receipt of this email and attachment would be greatly appreciated.

Thank you,
Brian B. Flynn
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612
(510) 836-4200

3.49

(510) 836-4205 (fax)
brian@lozeaudrury.com
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December 16, 2025

Terra Nova Planning and Research
42635 Melanie Place, Suite 101
Palm Desert, CA 92211
Tel: (760) 341-4800
Attn: John Criste

Submitted via email to: jcriste@terranovaplanning.com

Subject: **Response to Thermal Ranch Specific Plan Environmental Impact Report comment letter from SAFER dated December 10, 2025**

Dear Mr. Criste:

The purpose of this letter is to respond to the Supporters Alliance For Environmental Responsibility ("SAFER") comment letter dated December 10, 2025, on the Thermal Ranch Specific Plan Environmental Impact Report Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. The Project is located within a 622-acre project site surrounded by 62nd Avenue to the north, 64th Avenue to the south, Harrison Street to the west, and Tyler Street to the east in Thermal, California. In this letter, SAFER states that the EIR Fails to Adequately Disclose and Mitigate the Project's Significant Impacts to Biological Resources and is separated into three main topics:

1. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.
2. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.
3. The EIR's mitigation measures for biological resources are inadequate.

WSP has reviewed the SAFER comment letter and Exhibit B, which includes the comment letter prepared by Dr. Kenneth Shawn Smallwood and his Curriculum Vitae. The following letter is WSP's response to the comment letter and additional information. We have separated our responses by individual issues that should be addressed concerning the information in the comment letter as it addresses the inadequacy of our CEQA analysis.

1. Expertise of the Commenting Biologist

The comments associated with Biological Resources were generated from a letter prepared by Dr. Kenneth Shawn Smallwood. The following information occurs on his CV, which was provided as part of the comment letter. In addition to completing his PhD in 1990, he completed an unknown number of years of post-graduate research, with the majority of his experience in research and monitoring studies. His most recent experience was consulting for the U.S. Navy between 1999 and 2013 by conducting endangered species surveys, hazardous waste site monitoring, and habitat restoration for project located in northern California. He has authored many papers on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species.

Response: The following comments are based on a review of Dr. Smallwood's CV. Typically, CV's are tailored to document relevant experience, especially in reference to a comment letter. He has no relevant experience documented between 2013 and 2025. He also has no documented experience conducting biological surveys in southern California and has no experience preparing CEQA compliant Biological Resources Assessments. There is no evidence of any Coachella Valley Multiple Species Habitat Conservation Plan experience as well. This lack of

local experience does not provide any confidence in his ability to assess the potentially significant impacts to sensitive species and habitats within the project site and the eastern Coachella Valley.

The Biological Resources Assessment Report prepared for the project was completed by WSP wildlife biologist Natham Moorhatch. With over 34 years of biological consulting experience, he has conducted the following types of assessments: rare plant species surveys; plant species inventory and vegetation mapping; revegetation plan preparation and implementation; general wildlife species surveys; focused sensitive wildlife species surveys and habitat quality assessments; sensitive wildlife species monitoring and relocations; small mammal trapping studies; Corps Section 404 waters/wetlands delineation and jurisdictional determination; CDFG 1602 stream and riparian habitat assessments and jurisdictional determinations; and preparation of biological assessment reports and sections of EIS and EIR documents for federal, state, and/or county agency CEQA and NEPA environmental review. Professional experience includes serving as a lead biologist, supervising, and managing biological compliance monitoring and sensitive species survey efforts for a variety of large-scale projects.

Mr. Moorhatch has been authorized by the U.S. Fish and Wildlife Service to independently perform focused surveys for the federally endangered Delhi Sands Flower-loving Fly, Quino Checkerspot Butterfly, Casey's June Beetle, and the federally threatened California Gnatcatcher and Western yellow-billed cuckoo. Mr. Moorhatch has also been authorized to assist other permitted biologists with focused surveys for the Stephens' Kangaroo Rat, San Bernardino Kangaroo Rat, Los Angeles Pocket Mouse, Palm Springs Pocket Mouse, Mojave Ground Squirrel, California Red-legged Frog, Least Bell's Vireo (nest searches), and Southwestern Willow Flycatcher (assistant for nest searches and surveys). He has also received both federal and state agency authorization for specific projects to capture, handle, process, and relocate the Desert Tortoise; and to capture, handle, and release the California Red-legged Frog. Additionally, he conducts general inventories of flora and fauna; and authors biological assessments and mitigation plans.

Mr. Moorhatch has extensive experience as a local wildlife biologist. He has completed CEQA related documents in the Coachella Valley for over 30 years and has completed hundreds of MSHCP consistency analysis in the Coachella Valley since 2008.

2. The Commentors Description of the CEQA Analysis

In his letter, he describes that most CEQA reviews focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts specifies that such evaluation includes potential impacts to special-status species. He describes that the CEQA policies undervalue the importance of protecting common species from becoming threatened or endangered. He also Cites Pub. Res. Code § 21001(c), an important policy of CEQA that states: "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history."

Response: His comments regarding this policy are not restricted to standard CEQA policies regarding special-status species, but that CEQA guidelines should also apply to common wildlife populations and plant and animal communities. This is not the purpose or the way CEQA guidelines were intended. The CEQA checklist for Biological Resources includes much more than just sensitive plant and wildlife species and includes all sensitive biological resources, including sensitive species, sensitive habitats, wetlands, local ordinances, and HCPs. The standard CEQA analysis for biological resources is habitat based and should reflect the potential effects of the proposed project on current existing conditions. The Biological Resources Assessment Report prepared for this project identifies those sensitive species that could potentially occur on the project site based on the habitat that currently exists on-site. The impact to 622 acres of disturbed habitat will not result in the loss of any significant populations of common plant, wildlife, and/or plant community and should not be the focus of CEQA guidelines.

3. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.

In the comment letter, Dr. Smallwood identifies 63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status during his two-day survey effort. His opinion is that due to the lower number of identified individuals recorded in the original biological resources assessment in 2022, that the biological resources assessment and CEQA analysis are inadequate.

Response:

The purpose of the field surveys is not to obtain an exhaustive list of all plant and wildlife species occurring on the project site, but to assess the habitat on-site and to determine the potential for sensitive biological resources to occur within the project site. Dr. Smallwood does not indicate which species were identified on the project site and which were observed near the project site (Table 1 of his comment letter). More importantly, he doesn't describe the project site and the associated on-site habitat in any meaningful way. A one-day or even a two-day analysis to document current site conditions does not and will never adequately document the total number of species that may utilize a project site. It should also be noted that the surveys conducted in 2022 were following a significant series of drought years. The 2025 Smallwood surveys were completed following two of the highest recorded rain events in recorded history in the Coachella Valley. The surveys were also completed I mid-October when many of the winter migrants are moving through the area. Our biologist could have stayed on the project for a month and the results of the survey would still be the same. The loss of diversity of the project site regarding common species is not considered a significant impact under CEQA. What Smallwood et al. should have assessed were the functions and values of the habitat that occurs on the project site and how that loss would affect federally and state listed threatened, endangered, and otherwise rare species.

The project consists of actively disked agricultural land. At the time of the survey in 2022, the entire 622-acre property was under active agriculture and nearly void of all vegetation. The property is actively irrigated during the growing season. There are a few tamarisk on-site and one unidentified palm tree, but no other trees. No other trees were identified within the project site. There was also no wetland habitat on-site. To adequately assess the project site, the first step is to understand the habitat, it's function and value. The quality of the habitat is considered highly disturbed and is considered low habitat quality for any plant and wildlife species. Due to the low habitat quality, there is no suitable habitat for any sensitive plant or wildlife species. Therefore, regardless of how many common species are identified during the survey, it doesn't change the analysis conducted in conformance with CEQA.

4. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.

Dr. Smallwood states that the EIR fails to adequately analysis the project's potential impacts regarding habitat loss and how that affects habitat fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collision, and overall cumulative impacts. This portion of the Coachella Valley is part of an expansive agricultural production and the project site has been in active agriculture since the late 1950's and the existing structures were built in the late 1970's. Isolated patches of native habitat are scattered throughout the Coachella Valley, but there are no contiguous patches of native habitat. Therefore, the loss of 622-acres of disturbed agricultural fields is not considered a significant impact under current CEQA guidelines as the project site does not support suitable habitat for any sensitive plant and/or wildlife species. If habitat fragmentation in this area was considered significant, then it would have been part of the MSHCP conservation area design.

Response:

Dr. Smallwood's comments are based on the estimated or model-projection of the number of wildlife species that may occur in the surrounding project area, but does not account for the actively disturbed nature of the project site itself. The loss of 622 acres of frequently disturbed active agricultural lands is not considered a significant impact. The portions of the project site that contain potentially suitable habitat are those areas along the perimeter of the agricultural fields that are less likely to be disturbed regularly. These were the areas that were targeted during the

biological resources assessment as they have the highest potential to support species like burrowing owl. Mr. Moorhatch has over 30 years conducting burrowing owl habitat assessments, protocol surveys, and passive relocations. This experience allows him to quickly identify areas in this region that may or may not provide suitable habitat.

Wildlife linkages (corridors) link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization or farming creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic information. Linkages or wildlife movement corridors effectively act as links between different populations of a species.

Linkages help to mitigate the effects of habitat fragmentation by: (1) allowing animals to move between remaining habitats, which allows depleted populations to be replenished and promotes genetic diversity; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk that catastrophic events (such as fires or disease) will result in population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

The survey area was assessed to determine if a wildlife linkage occurs on or within a portion of the project site. In the 2001 Missing Linkages: Restoring Connectivity to the California Landscape, three potential wildlife movement corridors were identified in this portion of the eastern Coachella Valley. The first one runs along the Whitewater River/CV Stormwater Channel from the Salton Sea north to the San Gorgonio Mountains. The second one runs east-west just north of the Salton Sea and connects the Santa Rosa Mountains to the foothills of the Chocolate Mountains. The third one occurs north of Indio and connects the Santa Rosa Mountains with Joshua Tree national Monument. Due to the disturbed nature of the agricultural activities surrounding the project site, there are no wildlife movement corridors or linkages within the project site or area. Therefore no wildlife movement corridors will be impacted by the proposed project. The closest recognized linkage is approximately 2.4 miles to the east along the Whitewater River/CV Stormwater Channel. Due to the undeveloped nature of the project, it is reasonable to assume that portions of the project site are occasionally utilized by wildlife for daily travel paths, but the site would not be considered a regional wildlife movement corridor.

Currently, there is no suitable habitat for any sensitive wildlife species to occur on-site. However, it is well known that the southern portion of the Coachella Valley is historically known as a stopping place for large numbers of migratory birds. It is also well established that buildings with reflective windows are associated with an increase in avian mortality. As the project site does not provide suitable habitat for any sensitive avian species, development of the property will not increase the number of sensitive species based on the change in property conditions. As noted in Dr. Smallwood's observations, a number of bird species were observed flying over the project site. The development of the project will not impede the flight path of avian species, and the development will continue to allow migratory birds access to the surrounding available resources.

It is well understood that the presence of house cats increases the mortality of common avian species as well as small mammals, reptiles, and amphibians. So we agree that cats can impact local wildlife populations due to predation. However, there is currently no suitable habitat for sensitive wildlife species on the project site. The surrounding agricultural lands also do not provide suitable habitat for sensitive species. There are a few adjacent parcels that have native habitat, but they are considered isolated. There is no way to control who moves into residential development. Cat owners should be held accountable for maintaining control of their cats 100% of the time (just like all other animals) either through keeping cats indoors or contained to the owner's property either using secure outdoor enclosures for cats or using rollers attached to the tops of perimeter fences or walls to keep cats confined to the owner's property.

There is currently full public access with paved roads along the northern, eastern, and western boundaries (62nd Street, Tyler Street, and Harrison Street respectively). Impacts to local wildlife species will likely increase due to the

increase in vehicle traffic. However, due to the disturbed nature of the project site and the surrounding agricultural lands, the species that will most likely be affected are opportunistic species that would utilize the disturbed habitats as local travel paths searching for food, such as coyote, racoon, opossum, skunks, and brush rabbits. Impacts to these species, although unfortunate, are not considered sensitive under CEQA.

Dr. Smallwood states that the 2022 wildlife study completed for the preparation of the EIR was faulty due to a low number of observed plant and wildlife species. Since this report was also used to prepare Cumulative Biological Impacts, he questions the validity of the document used to determine that the project site has low conservation value.

Response: The CVMSHCP was prepared so every project in the Coachella Valley, regardless of size, would contribute to the implementation of the Plan through the payment of the standard MSHCP development impact fee. This includes projects that have no potentially significant impacts to covered species under the Plan. This cumulative payment of fees is used to acquire and conserve habitat and offset regional impacts to projects outside of the designated conservation areas, so the high-quality conservation areas that provide suitable habitat for sensitive species can be conserved. Since the proposed project is not within a conservation area and the habitat within the project site is not suitable for supporting a population of any sensitive plant or wildlife species, cumulative impacts associated with the development of this project are not considered significant under CEQA.

5. The EIR's mitigation measures for biological resources are inadequate.

Dr. Smallwood states that the Project's proposed mitigation measures are inadequate to reduce the Project's impacts to biological resources to less than significant levels. He assumes that qualified biological monitors do not have the capacity to make subjective decisions, outside of public's view, to determine the adequate size or the increase or decrease in size of suitable no-construction buffers. His recommended mitigation measures include: These measures include: (1) compensatory mitigation for species not covered by the CVMSHCP; (2) adhering to Bird-Safe Design Guidelines to reduce bird-window collisions; (3) compensatory mitigation for wildlife illed/injured by vehicles and window collisions; and (4) a requirement for native landscaping.

Response:

Based on Dr. Smallwood's CV, it is assumed that inexperienced biologists would be completing construction monitoring efforts associated with nesting birds, and do not have the capacity to make subjective decisions. WSP's biological monitors have spent years monitoring construction related activities for several common and sensitive avian species. Although WSP's staff may not be the specific qualified biologists conducting the monitoring work, it is reasonable to assume that the construction of the proposed project would be completed with a competent biological monitor that has experience in this area. This is a standard mitigation measure, and qualifications of biological monitors are generally assumed and no additional approvals or qualifications are required as it relates to CEQA compliance. These qualifications and approvals are specifically required for federal and state regulatory permits associated with proposed projects that have impacts to sensitive biological resources.

Regarding the compensatory mitigation for species not covered under the CVMSHCP, the project does not contain suitable habitat nor would it support a population of sensitive species. Therefore, the loss of unsuitable habitat does not require compensatory impacts. Adhering to Bird-Safe Design Guidelines to reduce bird-window collisions is a project design feature, which may be utilized and is highly recommended, but is not a mitigation measure. Compensatory mitigation for impacts to common wildlife species impacted by an increase in vehicle traffic is not required under CEQA guidelines. Since the removal of unsuitable habitat would not result in an increase in vehicle collisions with sensitive wildlife species, no compensatory mitigation is required.

Lastly, native landscaping is a project design feature, which may be beneficial to the overall ecosystem following project construction, but it is not required under CEQA. The existing habitat that will been removed is highly disturbed and of little to no ecological value. Any kind of landscaping would be an improvement. But requiring native landscape under CEQA guidelines for project related impacts to disturbed non-native habitat is not appropriate.

If you have any questions or concerns regarding this letter, please contact me at (714) 742-5316.

Sincerely,

Scott Crawford
Senior Vice President
Director of Natural and Cultural Resources

Nathan Moorhatch
Senior Biologist

TECHNICAL MEMORANDUM

TO: **John D. Criste, AICP**
Principal

FROM: **Kelly Clark**
Senior Planner

DATE: **December 15, 2025**

RE: **Memorandum in Support of Thermal Ranch Specific Plan 2nd Supplemental Responses to Comments to Board of Supervisors Regarding Air Quality**

Terra Nova has completed the following memorandum in support of the 2nd Supplemental Response to Comments for the Thermal Ranch Specific Plan (Project or TRSP) Draft Environmental Impact Report (DEIR) (SCH 2023050624). This memorandum has been prepared to support response to the comments submitted by Lozeau Drury for SAFER ("SAFER") dated December 10, 2025 and the Baseline comment letter referenced and appended ("Exhibit A") to the SAFER comment letter dated November 3, 2025.

Specifically, the purpose of this memorandum is to provide technical reporting refuting two claims made in the Lozeau Drury comment letter:

Claim 1: Increasing the construction equipment list by a factor of six would result in average daily criteria air pollutant emissions at least six times higher than those reported in the DEIR, thereby exceeding applicable significance thresholds.

Claim 2: Overlapping Planning Area operations and construction could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR.

PROJECT OVERVIEW

In September 2024 Terra Nova prepared a detailed Air Quality and Greenhouse Gas Report (AQ/GHG Report) for the Project DEIR. The purpose of the Report was to assess the potential air quality and greenhouse gas (GHG) impacts associated with the construction and operation of the Project in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The Project proposes a high-quality, master-planned equestrian lifestyle community with six (6) distinct Planning Areas (PAs) centered around a world-class equestrian center on 619.1 acres of farmland. The proposed Project includes up to 1,362 dwelling units (including up to 500 units of workforce housing), 285,000 square feet of commercial uses, a 150-key hotel and a 320-space RV park. The Project also proposes construction of a 5-million-gallon (mg) off-site

water tank at the existing Middleton Reservoir site. For analysis purposes, the AQ/GHG Report assumed buildout of all Project PAs would occur over 7 years with an operational year (2032) consistent with the operational year assumed for the Project-specific Traffic Study.

CLAIM 1

The comment letter incorrectly argues that if each PA were constructed sequentially with no overlap, "the total default construction schedule would be 12,190 works days (~47 years) (Ex. A, p. 2.). Because the proposed 7-year construction schedule represents 84% reduction, or approximately 1/6th of the default construction schedule, the commenter argues that the intensity of daily construction equipment should have also be increased by a factor of six, and by doing so would result in average daily criteria air pollutant emissions at least six times higher than those reported in the DEIR, thereby exceeding applicable significance thresholds.

Per the comment letter:

> To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, *which would exceed the applicable thresholds of significance*. (Ex. A, p. 3.) As a result of this error, the EIR fails to adequately analyze, disclose, and mitigate the Project's significant air quality impacts. The EIR must be revised to disclose this impact and mitigate it to the extent feasible.

To test this claim, a substantially intensified construction equipment scenario was modeled using CalEEMod, with results provided in Attachment 1 of this memo. The modeling retained all assumptions from the original DEIR except for increasing the number of all construction equipment by a factor of six. Additional construction mitigation measures consistent with the revisions provided in Response C-10 of the Supplemental Responses to Planning Commission Hearing Comments dated November 13, 2025 were also applied.

Per Response C-10 of the Supplemental Responses to Planning Commission Hearing Comments, the following ***bold*** text was added to Mitigation Measure AQ-2 (Construction Equipment Emission Reductions; DEIR p. 2.5-26), and was applied to the CalEEMod run in Attachment 1:

> **AQ-2 Construction Equipment Emission Reductions**
> The following measures will reduce ***PM,*** NOx and ROG emissions from construction equipment:
> - Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
> - Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

- ***All off-road diesel-powered equipment with an engine greater than 50 horsepower used during Project construction shall be powered by USEPA Tier 4 Final engines or cleaner.***
  - ***The construction contractor must submit a list of all equipment to be used, including model numbers and serial numbers, along with a copy of each unit's USEPA Tier 4 Final certification, to the lead agency before construction begins. This information shall be available on-site during construction for verification by the project monitor.***
  - ***If a specific piece of equipment cannot be equipped with a Tier 4 engine due to lack of commercial availability, the contractor must identify the specific equipment, document the unavailability, and ensure it operates on no less than a Tier 3 engine with a CARB-approved Level 3 Diesel Particulate Filter (DPF).***
  - ***To the extent feasible, contractors shall use electric, hybrid, or alternative-fueled construction equipment. Electric construction tools shall be used where grid electricity is available.***

Emissions from this scenario were compared to the SCAQMD construction thresholds and those reported in the DEIR, as presented in Table 4 on page 8 of this memo. As shown in Table 4, construction emissions would not exceed SCAQMD thresholds if the equipment list were to be increased by a factor of six under mitigated conditions. Therefore, the commenters claim that increasing the construction equipment list by a factor of six would result in average daily criteria air pollutant emissions that exceed applicable significance thresholds is incorrect.

CLAIM 2

The commenter claims that the EIR improperly assumed that there would be no overlap between construction and operation of the Project, and that overlapping emissions could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR.

To test this claim, two CalEEMod reports were prepared for Phase 1 and Phase 2 of Project buildout consistent with Project phasing description in Section 1 of the EIR. Table 2 provides the CalEEMod land use assumptions used for Phase 1 (PAs 1 and 4) and Table 3 provides the CalEEMod land use assumptions used for Phase 2 (PAs 2, 3, 5, and 6). Emission results are provided in Attachment 2 (Phase 1 results) and Attachment 3 (Phase 2 results). The modeling assumed that Phase 1 construction would begin in early 2026 and be completed in mid-2027 (duration: 1.5 years), followed immediately by Phase 2 construction starting in mid-2027 and completing in late 2032 (duration: 5.5 years).[1]

[1] To reflect current conditions, Phase 1 completion was modeled in 2027 rather than 2026. The phasing plan referenced in Section 1 assumed Project approval in early 2025, but delays in approval hearings have rendered this timeline unrealistic.

Construction of Phase 2 was modeled assuming six times the number of construction equipment and application of the revised Mitigation Measures AQ-2, described above.

As shown in Tables 4 and 5 below:

1. Neither Phase 1 nor Phase 2 construction emissions exceed applicable construction significance thresholds.

2. The combined Phase 1 operational and Phase 2 construction emissions are lower than the full project buildout operational emissions analyzed in the DEIR. As shown in Table 5, the overlapping emissions of Phase 1 operation and Phase 2 construction represent only 50–98% of the full buildout operational emissions analyzed in the DEIR.

Based on these results, the claim that overlapping emissions could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR is incorrect.

Table 1
Thermal Ranch Specific Plan CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
1	Equestrian Center (barns)	Unrefrigerated Warehouse – No Rail	182.43	--	--	597,800 SF	0.7	1.24	1.25
	Equestrian Center (commercial)	Strip Mall	1.72	--	75,000	--	35.97	41.45	24.79
	Equestrian Center (office)	General Office Building	0.23	--	--	10,000 SF	10.84	2.21	0.70
2	Estate Residential	Single Family Housing	263.80	522	--	--	7.47	8.09	5.00
3	Single Family Attached/Detached								
4a	Workforce Housing	Mobile Home Park	18.30	500	--	158,530 SF	1.94	2.58	1.94
4b	Equestrian RV Park	Mobile Home Park	22.80		--	*320 spaces*	1.94	2.95	1.94
5	Resort Condos	Condo/Townhouse High Rise	42.10	340	--	--	6.74	7.69	4.09
	Hotel	Hotel	8.10	--	--	150 rooms	12.23	14.38	10.51
	Resort Retail	Regional Shopping Center	25.60	--	200,000	--	30.49	32.11	21.10
6	Commercial Retail								
Project-wide	Perimeter ROW	Other Asphalt Surfaces	15.30	--	--	--	0.00	0.00	0.00
	--	Parking Lot	38.72	--	--	4,302 spaces	0.00	0.00	0.00
Off-Site Water Reservoir		User Defined Industrial	13.6	--	--	20,867 SF	0.00	0.00	0.00
		Totals:	632.7	*1,362*	275,000	--	18,939 total trips	21,523 total trips	13,995 total trips

Source: Table 3-1 of the TRSP Air Quality and Greenhouse Gas Report, September 2024.
[1] Trip rates are based on the Thermal Ranch Specific Plan Traffic Analysis, prepared by Urban Crossroads, Inc. (July 2023), Section 4.1. The trip rates input to CalEEMod account reductions from internal capture of trips between Project planning areas.

Table 2
Phase I: PA 1 and 4 CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
1	Equestrian Center (barns)	Unrefrigerated Warehouse – No Rail	182.43	--	--	597,800 SF	0.7	1.24	1.25
	Equestrian Center (commercial)	Strip Mall	1.72	--	75,000	--	35.97	41.45	24.79
	Equestrian Center (office)	General Office Building	0.23	--	--	10,000 SF	10.84	2.21	0.70
4a	Workforce Housing	Mobile Home Park	18.30	500	--	158,530 SF	1.94	2.58	1.94
4b	Equestrian RV Park	Mobile Home Park	22.80		--	320 spaces	1.94	2.95	1.94
Parking/Paving		Parking	22.46	--	--	2,496 spaces	--	--	--
Totals:			247.94	500	75,000	--	4,816 total trips	5,989 total trips	4,204 total trips

Source: Modified from Table 1. Phase 1 assumes a 1.5-year buildout 1/1/26-5/1/27

Table 3
Phase II: PAs 2, 3, 5, and 6 CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
2	Estate Residential	Single Family Housing	263.80	522	--	--	7.47	8.09	5.00
3	Single Family Attached/Detached								
5	Resort Condos	Condo/Townhouse High Rise	42.10	340	--	--	6.74	7.69	4.09
	Hotel	Hotel	8.10	--	--	150 rooms	12.23	14.38	10.51
	Resort Retail	Regional Shopping Center	25.60	--	200,000	--	30.49	32.11	21.10
6	Commercial Retail								
Project-wide	Perimeter ROW	Other Asphalt Surfaces	15.30	--	--	--	0.00	0.00	0.00
	--	Parking Lot	16.26	--	--	1,806 spaces	0.00	0.00	0.00
Off-Site Water Reservoir		User Defined Industrial	13.6	--	--	20,867 SF	0.00	0.00	0.00
		Totals:	384.76	862	200,000	--	14,214 total trips	15,439 total trips	9,805 total trips

Source: Modified from Table 1. Assumes Phase 2 will have a 5.5 year buildout 5/1/27 – 12/30/32.

Table 4
Construction Emissions Comparison
Maximum Daily Construction-Related Emissions (pounds per day)

Scenario	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Project DEIR Unmitigated[1]	165.0	56.8	28.2	0.13	27.0	7.67
Project DEIR Mitigated[1]	165.0	48.4	28.2	0.13	27.0	7.67
Project Buildout, 6X Equipment w/ RTC Mitigation[2] *(Tier 4 Engines, Level 3 Diesel Particulate Filters)*	402.0	48.0	30.0	0.66	72.0	34.0
Phase 1 (PA 1, 4a, 4b) w/ RTC Mitigation[3]	104.0	17.0	67.0	0.09	16.0	4.1
Phase 2 (PA 2,3, 5, 6), 6x Equipment w/ RTC Mitigation[4]	222.0	39.0	17.0	0.37	48.0	25.0
SCAQMD Construction Threshold	**550**	**100**	**75**	**150**	**150**	**55**

1. Table 2.5-7 of DEIR p. 2.5-16; Table 3-2 of TRSP Air Quality and Greenhouse Gas Report, September 2024.
2. CalEEMod Detailed Report Attachment 1.
3. CalEEMod Detailed Report Attachment 2.
4. CalEEMod Detailed Report Attachment 3.

Table 5
Operational Emissions Comparison
Maximum Daily Construction-Related Emissions (pounds per day)

Scenario	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Project DEIR Unmitigated[1]	761	87.1	145	1.76	149	40
Project DEIR Mitigated[1]	760	82.6	141	1.75	149	39.9
Phase 1 Operation[2]	*328*	*34*	*55*	*0.67*	*53*	*14*
Phase 2 Construction[3] *6X Equipment w/ RTC Mitigation*	*222*	*39*	*17*	*0.37*	*48*	*25*
Combined Overlap Scenario	550	73	72	1.04	101	39
Overlap Scenario (% of Full Buildout in DEIR)	*72%*	*84%*	*50%*	*59%*	*68%*	*98%*
SCAQMD Operations Threshold	**550**	**55**	**55**	**150**	**150**	**55**

1. Table 2.5-8 of DEIR p. 2.5-16; Table 3-2 of TRSP Air Quality and Greenhouse Gas Report, September 2024.
2. CalEEMod Detailed Report Attachment 2.
3. CalEEMod Detailed Report Attachment 3.

AUTHOR QUALIFICATIONS

KELLY CLARK
Senior Planner

Ms. Clark is an expert in air quality and GHG emissions analysis with years of experience utilizing the CalEEMod and other software to model emissions and evaluate potential impacts for CEQA compliance. Ms. Clark joined Terra Nova in 2011. She is a graduate of the University of California, Berkeley with a Bachelor of Science degree in Conservation and Resource Studies. Ms. Clark's experience includes sustainable urban development, environmental policy, regulatory analysis and community design. Ms. Clark brings over a decade of specialized experience in environmental analysis, preparing comprehensive air quality and greenhouse gas (GHG) analyses for diverse projects in compliance with local, state, and federal regulations. Since 2011, she has expertly utilized the CalEEMod software to model emissions, assess project impacts, and develop precise and actionable mitigation strategies. Additionally, Ms. Clark leverages health risk assessments (HRAs) to address potential environmental and public health impacts in compliance with CEQA. Relevant projects include the following:

- Lecangs Dakota Warehouse Project, Air Quality and Greenhouse Gas Report and Initial Study Mitigated Declaration, Apple Valley, CA, October 2024.
- Winchester Hills PA 53 TTM 11783, Detailed CalEEMod Report and Addendum to Environmental Impact Report, Winchester, CA, October 2024.
- Cathedral City 2040 General Plan Update, Air Quality and Greenhouse Gas Report, June 2019.
- College of the Desert West Valley Campus, Air Quality and Greenhouse Gas Report, Palm Springs CA, January 2024.
- Cordova Warehouse Project, Air Quality and Greenhouse Gas Report and Addendum to the Apple Valley General Plan Environmental Impact Report, Apple Valley, CA, April 2024.
- Highway 111 Specific Plan, Air Quality and Greenhouse Gas Report, Specific Plan, and Environmental Impact Report, Rancho Mirage, CA, January 2021.
- DSRT SURF, Air Quality and Greenhouse Gas Report, Palm Desert, CA, March 2019.
- Camino Terrace, Detailed CalEEMod Report and HUD Environmental Assessment NEPA requirements, Jurupa Valley, CA, February 2025.
- CV Link, Air Quality and Greenhouse Gas Report and Environmental Impact Report, Regional – Coachella Valley, CA, October 2016
- The Millennium Palm Desert, CalEEMod Emissions Report and Initial Study Mitigated Negative Declaration, review of third-party Health Risk Assessment, Palm Desert, CA, October-December 2014.
- Town of Apple Valley Climate Action Plan 2010, 2016, and 2019

Attachment 1: TRSP Buildout with 6x the Equipment

Thermal Ranch Specific Plan, 6X Equip - RTC 12.11.25 Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Thermal Ranch Specific Plan, 6X Equip - RTC 12.11.25
Construction Start Date	1/1/2026
Operational Year	2032
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.0
Precipitation (days)	8.8
Location	33.59088711062806, -116.17302750036589
County	Riverside-Salton Sea
City	Unincorporated
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5697
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.35

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Hotel	150	Room	8.1	217,800	236,967	—	—	—

Regional Shopping Center	200	1000sqft	26	200,000	236,967	—	—	—
Condo/Townhouse	340	Dwelling Unit	42	326,400	236,967	—	1,098	—
Strip Mall	75	1000sqft	1.7	75,000	1,728,542	865,891	—	—
General Office Building	10.0	1000sqft	0.23	10,000	1,728,542	865,891	—	—
Unrefrigerated Warehouse-No Rail	598	1000sqft	182	598,000	1,728,542	865,891	—	—
Single Family Housing	522	Dwelling Unit	264	1,017,900	8,012,862	—	1,686	—
Mobile Home Park	500	Dwelling Unit	18	158,530	358,063	—	1,615	—
Mobile Home Park	320	Dwelling Unit	23	160,000	358,063	—	1,034	—
User Defined Industrial	1.00	User Defined Unit	14	20,867	0.00	—	—	—
Parking Lot	4,302	Space	39	0.00	0.00	—	—	—
Other Asphalt Surfaces	15	Acre	15	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-6	Use Diesel Particulate Filters
Construction	C-7	Use Oxidation Catalyst
Construction	C-9	Use Dust Suppressants
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks

Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-5	Design Water-Efficient Landscapes
Area Sources	AS-1	Use Low-VOC Cleaning Supplies

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	38	340	358	0.66	14	85	13	46	95	75,174
Mit.	30	46	402	0.66	1.3	72	1.3	34	95	75,174
% Reduced	22%	86%	-12%	—	91%	15%	90%	25%	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	38	340	350	0.66	14	85	13	46	2.5	74,675
Mit.	28	48	393	0.66	1.3	72	1.3	34	2.5	74,675
% Reduced	25%	86%	-12%	—	91%	15%	90%	25%	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	26	182	188	0.34	7.6	47	7.0	26	28	42,095
Mit.	20	33	205	0.34	0.70	40	0.70	20	28	42,095
% Reduced	21%	82%	-9%	—	91%	15%	90%	24%	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—

Unmit.	4.7	33	34	0.06	1.4	8.6	1.3	4.7	4.6	6,969
Mit.	3.7	5.9	37	0.06	0.13	7.4	0.13	3.6	4.6	6,969
% Reduced	21%	82%	-9%	—	91%	15%	90%	24%	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	Yes	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	Yes	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2026	38	340	358	0.66	14	85	13	46	11	75,174
2027	18	154	270	0.37	6.3	29	5.8	15	93	57,503
2028	38	118	293	0.32	3.6	31	3.3	9.9	95	62,034
2029	37	113	283	0.32	3.4	31	3.1	9.6	86	61,248
2030	35	110	274	0.32	3.1	30	2.9	9.4	77	60,510
2031	35	107	265	0.32	3.0	30	2.7	9.3	69	59,802
2032	34	103	258	0.32	2.8	30	2.6	9.1	62	58,908
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	38	340	350	0.66	14	85	13	46	0.28	74,675

2027	37	323	344	0.66	13	84	12	45	2.4	74,610
2028	36	119	231	0.33	3.6	31	3.3	9.9	2.5	58,132
2029	35	115	226	0.32	3.4	31	3.1	9.6	2.2	57,432
2030	34	111	220	0.32	3.1	30	2.9	9.4	2.0	56,774
2031	34	107	215	0.32	3.0	30	2.7	9.3	1.8	56,139
2032	33	105	211	0.32	2.8	30	2.6	9.1	1.6	55,534
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	20	182	188	0.34	7.6	47	7.0	26	2.6	38,878
2027	15	116	165	0.28	4.5	27	4.1	12	15	38,587
2028	19	82	171	0.22	2.5	21	2.4	6.7	28	41,011
2029	26	81	174	0.23	2.4	22	2.2	6.8	26	42,095
2030	25	79	170	0.23	2.2	22	2.1	6.7	24	41,605
2031	24	77	165	0.23	2.1	21	2.0	6.6	21	41,131
2032	22	68	149	0.21	1.8	20	1.7	5.9	17	37,448
Annual	—	—	—	—	—	—	—	—	—	—
2026	3.7	33	34	0.06	1.4	8.6	1.3	4.7	0.42	6,437
2027	2.7	21	30	0.05	0.82	4.9	0.75	2.2	2.6	6,388
2028	3.5	15	31	0.04	0.47	3.8	0.43	1.2	4.6	6,790
2029	4.7	15	32	0.04	0.44	4.0	0.40	1.2	4.4	6,969
2030	4.5	14	31	0.04	0.41	3.9	0.38	1.2	3.9	6,888
2031	4.4	14	30	0.04	0.39	3.9	0.36	1.2	3.5	6,810
2032	4.0	12	27	0.04	0.33	3.6	0.31	1.1	2.9	6,200

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—

2026	7.9	37	402	0.66	1.3	72	1.3	34	11	75,174
2027	10	42	286	0.37	0.75	24	0.75	9.7	93	57,503
2028	30	46	307	0.32	0.64	28	0.64	7.2	95	62,034
2029	29	45	297	0.32	0.64	28	0.64	7.2	86	61,248
2030	28	44	289	0.32	0.64	28	0.64	7.2	77	60,510
2031	28	44	280	0.32	0.64	28	0.63	7.2	69	59,802
2032	28	43	274	0.32	0.64	28	0.63	7.2	62	58,908
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	7.7	37	393	0.66	1.3	72	1.3	34	0.28	74,675
2027	9.0	44	393	0.66	1.3	72	1.3	34	2.4	74,610
2028	28	48	245	0.33	0.64	28	0.64	7.2	2.5	58,132
2029	27	47	240	0.32	0.64	28	0.64	7.2	2.2	57,432
2030	27	46	235	0.32	0.64	28	0.64	7.2	2.0	56,774
2031	27	44	230	0.32	0.64	28	0.63	7.2	1.8	56,139
2032	27	44	226	0.32	0.64	28	0.63	7.2	1.6	55,534
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	4.0	19	205	0.34	0.70	40	0.70	20	2.6	38,878
2027	5.3	25	188	0.28	0.56	23	0.56	8.5	15	38,587
2028	14	32	182	0.22	0.45	19	0.45	4.8	28	41,011
2029	20	33	185	0.23	0.46	20	0.45	5.1	26	42,095
2030	20	32	180	0.23	0.46	20	0.45	5.1	24	41,605
2031	19	31	176	0.23	0.46	20	0.45	5.1	21	41,131
2032	18	28	159	0.21	0.42	18	0.42	4.7	17	37,448
Annual	—	—	—	—	—	—	—	—	—	—
2026	0.73	3.5	37	0.06	0.13	7.4	0.13	3.6	0.42	6,437
2027	0.96	4.6	34	0.05	0.10	4.1	0.10	1.6	2.6	6,388
2028	2.5	5.8	33	0.04	0.08	3.4	0.08	0.87	4.6	6,790
2029	3.7	5.9	34	0.04	0.08	3.6	0.08	0.93	4.4	6,969

2030	3.6	5.9	33	0.04	0.08	3.6	0.08	0.93	3.9	6,888
2031	3.5	5.7	32	0.04	0.08	3.6	0.08	0.93	3.5	6,810
2032	3.2	5.2	29	0.04	0.08	3.3	0.08	0.85	2.9	6,200

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	145	84	761	1.8	3.1	149	3.0	40	615	225,401
Mit.	141	83	760	1.8	3.0	149	2.9	40	615	219,267
% Reduced	3%	1%	< 0.5%	< 0.5%	3%	< 0.5%	3%	< 0.5%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	119	87	430	1.6	3.0	149	2.9	40	361	206,818
Mit.	114	86	429	1.6	2.9	149	2.8	40	361	200,684
% Reduced	4%	1%	< 0.5%	< 0.5%	3%	< 0.5%	3%	< 0.5%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	121	65	479	1.3	1.9	124	1.9	33	449	174,050
Mit.	117	64	478	1.3	1.9	124	1.8	33	449	167,916
% Reduced	4%	2%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	22	12	87	0.24	0.35	23	0.34	6.0	74	28,816
Mit.	21	12	87	0.24	0.34	23	0.33	6.0	74	27,800
% Reduced	4%	2%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	4%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—

Unmit.	Yes	Yes	Yes	No	—	No	—	No	—	—
Mit.	Yes	Yes	Yes	No	—	No	—	No	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—
Unmit.	Yes	Yes	No	No	—	No	—	No	—	—
Mit.	Yes	Yes	No	No	—	No	—	No	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	62	58	605	1.6	0.98	147	0.92	38	261	165,490
Area	83	14	150	0.09	1.1	1.1	1.1	1.1	—	17,296
Energy	0.71	12	6.3	0.08	0.98	0.98	0.98	0.98	—	34,489
Water	—	—	—	—	—	—	—	—	—	3,477
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354
Total	145	84	761	1.8	3.1	149	3.0	40	615	225,401
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	52	62	418	1.4	0.98	147	0.92	38	6.8	147,364
Area	66	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Energy	0.71	12	6.3	0.08	0.98	0.98	0.98	0.98	—	34,489
Water	—	—	—	—	—	—	—	—	—	3,477
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354
Total	119	87	430	1.6	3.0	149	2.9	40	361	206,818

Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	47	51	401	1.3	0.82	123	0.77	32	95	130,057
Area	74	1.5	72	0.01	0.13	0.13	0.12	0.12	—	1,379
Energy	0.71	12	6.3	0.08	0.98	0.98	0.98	0.98	—	34,489
Water	—	—	—	—	—	—	—	—	—	3,477
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354
Total	121	65	479	1.3	1.9	124	1.9	33	449	174,050
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	8.5	9.3	73	0.23	0.15	22	0.14	5.8	16	21,532
Area	13	0.27	13	< 0.005	0.02	0.02	0.02	0.02	—	228
Energy	0.13	2.2	1.1	0.01	0.18	0.18	0.18	0.18	—	5,710
Water	—	—	—	—	—	—	—	—	—	576
Waste	—	—	—	—	—	—	—	—	—	711
Refrig.	—	—	—	—	—	—	—	—	59	59
Total	22	12	87	0.24	0.35	23	0.34	6.0	74	28,816

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	62	58	605	1.6	0.98	147	0.92	38	261	165,490
Area	78	14	150	0.09	1.1	1.1	1.1	1.1	—	17,296
Energy	0.65	11	5.8	0.07	0.90	0.90	0.90	0.90	—	28,382
Water	—	—	—	—	—	—	—	—	—	3,450
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354

Total	141	83	760	1.8	3.0	149	2.9	40	615	219,267
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	52	62	418	1.4	0.98	147	0.92	38	6.8	147,364
Area	62	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Energy	0.65	11	5.8	0.07	0.90	0.90	0.90	0.90	—	28,382
Water	—	—	—	—	—	—	—	—	—	3,450
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354
Total	114	86	429	1.6	2.9	149	2.8	40	361	200,684
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	47	51	401	1.3	0.82	123	0.77	32	95	130,057
Area	69	1.5	72	0.01	0.13	0.13	0.12	0.12	—	1,379
Energy	0.65	11	5.8	0.07	0.90	0.90	0.90	0.90	—	28,382
Water	—	—	—	—	—	—	—	—	—	3,450
Waste	—	—	—	—	—	—	—	—	—	4,295
Refrig.	—	—	—	—	—	—	—	—	354	354
Total	117	64	478	1.3	1.9	124	1.8	33	449	167,916
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	8.5	9.3	73	0.23	0.15	22	0.14	5.8	16	21,532
Area	13	0.27	13	< 0.005	0.02	0.02	0.02	0.02	—	228
Energy	0.12	2.1	1.1	0.01	0.16	0.16	0.16	0.16	—	4,699
Water	—	—	—	—	—	—	—	—	—	571
Waste	—	—	—	—	—	—	—	—	—	711
Refrig.	—	—	—	—	—	—	—	—	59	59
Total	21	12	87	0.24	0.34	23	0.33	6.0	74	27,800

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.3	21	19	0.03	0.84	0.84	0.78	0.78	—	3,438
Demolition	—	—	—	—	—	1.2	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.7	1.6	< 0.005	0.07	0.07	0.06	0.06	—	283
Demolition	—	—	—	—	—	0.10	—	0.01	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.31	0.29	< 0.005	0.01	0.01	0.01	0.01	—	47
Demolition	—	—	—	—	—	0.02	—	< 0.005	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.7	0.37	0.01	0.03	0.41	0.03	0.13	0.08	1,474

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.00	< 0.005	0.02	17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.10	121
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	2.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.02	20

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	3.8	18	0.03	0.06	0.06	0.06	0.06	—	3,438
Demolition	—	—	—	—	—	1.2	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.31	1.5	< 0.005	0.01	0.01	0.01	0.01	—	283
Demolition	—	—	—	—	—	0.10	—	0.01	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.27	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	47
Demolition	—	—	—	—	—	0.02	—	< 0.005	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.7	0.37	0.01	0.03	0.41	0.03	0.13	0.08	1,474
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.00	< 0.005	0.02	17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.10	121
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	2.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.02	20

3.3. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	19	175	173	0.29	7.5	7.5	6.9	6.9	—	31,897
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	19	175	173	0.29	7.5	7.5	6.9	6.9	—	31,897
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	12	111	109	0.19	4.7	4.7	4.3	4.3	—	20,162
Dust From Material Movement	—	—	—	—	—	29	—	15	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.2	20	20	0.03	0.86	0.86	0.79	0.79	—	3,338
Dust From Material Movement	—	—	—	—	—	5.3	—	2.7	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.50	9.3	0.00	0.00	1.4	0.00	0.32	4.9	1,548
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.55	5.3	0.00	0.00	1.4	0.00	0.32	0.13	1,316
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.31	4.2	0.00	0.00	0.86	0.00	0.20	1.3	889
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.76	0.00	0.00	0.16	0.00	0.04	0.22	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.0	13	170	0.29	0.60	0.60	0.60	0.60	—	31,897
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.0	13	170	0.29	0.60	0.60	0.60	0.60	—	31,897
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.9	8.3	107	0.19	0.38	0.38	0.38	0.38	—	20,162
Dust From Material Movement	—	—	—	—	—	29	—	15	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	1.5	20	0.03	0.07	0.07	0.07	0.07	—	3,338
Dust From Material Movement	—	—	—	—	—	5.3	—	2.7	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.50	9.3	0.00	0.00	1.4	0.00	0.32	4.9	1,548
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.55	5.3	0.00	0.00	1.4	0.00	0.32	0.13	1,316
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.31	4.2	0.00	0.00	0.86	0.00	0.20	1.3	889
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.76	0.00	0.00	0.16	0.00	0.04	0.22	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	168	170	0.29	7.0	7.0	6.5	6.5	—	31,896
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.1	20	20	0.03	0.83	0.83	0.76	0.76	—	3,745
Dust From Material Movement	—	—	—	—	—	5.4	—	2.8	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	3.6	3.6	0.01	0.15	0.15	0.14	0.14	—	620
Dust From Material Movement	—	—	—	—	—	0.99	—	0.51	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.50	4.9	0.00	0.00	1.4	0.00	0.32	0.11	1,290
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.72	0.00	0.00	0.16	0.00	0.04	0.22	162
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.00	0.01	0.04	27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Site Preparation (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.0	13	170	0.29	0.60	0.60	0.60	0.60	—	31,896
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.35	1.6	20	0.03	0.07	0.07	0.07	0.07	—	3,745
Dust From Material Movement	—	—	—	—	—	5.4	—	2.8	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.28	3.6	0.01	0.01	0.01	0.01	0.01	—	620
Dust From Material Movement	—	—	—	—	—	0.99	—	0.51	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.50	4.9	0.00	0.00	1.4	0.00	0.32	0.11	1,290
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.72	0.00	0.00	0.16	0.00	0.04	0.22	162
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.00	0.01	0.04	27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	163	165	0.37	6.7	6.7	6.2	6.2	—	39,727
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	163	165	0.37	6.7	6.7	6.2	6.2	—	39,727
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	7.6	68	69	0.15	2.8	2.8	2.6	2.6	—	16,637
Dust From Material Movement	—	—	—	—	—	9.0	—	3.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	12	13	0.03	0.51	0.51	0.47	0.47	—	2,754
Dust From Material Movement	—	—	—	—	—	1.6	—	0.65	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.57	11	0.00	0.00	1.6	0.00	0.37	5.6	1,770
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.25	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.46	232
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.62	6.0	0.00	0.00	1.6	0.00	0.37	0.14	1,504
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.26	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.01	232
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.24	3.2	0.00	0.00	0.65	0.00	0.15	1.0	673
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	0.02	< 0.005	< 0.005	0.03	< 0.005	0.01	0.08	97
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.58	0.00	0.00	0.12	0.00	0.03	0.17	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	16

3.8. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	23	212	0.37	0.74	0.74	0.74	0.74	—	39,727
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	23	212	0.37	0.74	0.74	0.74	0.74	—	39,727
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	9.5	89	0.15	0.31	0.31	0.31	0.31	—	16,637
Dust From Material Movement	—	—	—	—	—	9.0	—	3.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	1.7	16	0.03	0.06	0.06	0.06	0.06	—	2,754
Dust From Material Movement	—	—	—	—	—	1.6	—	0.65	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.57	11	0.00	0.00	1.6	0.00	0.37	5.6	1,770
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.25	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.46	232
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.62	6.0	0.00	0.00	1.6	0.00	0.37	0.14	1,504
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.26	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.01	232
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.24	3.2	0.00	0.00	0.65	0.00	0.15	1.0	673
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	0.02	< 0.005	< 0.005	0.03	< 0.005	0.01	0.08	97
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.58	0.00	0.00	0.12	0.00	0.03	0.17	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	16

3.9. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	153	164	0.37	6.3	6.3	5.8	5.8	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	153	164	0.37	6.3	6.3	5.8	5.8	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	6.3	54	58	0.13	2.2	2.2	2.0	2.0	—	14,071
Dust From Material Movement	—	—	—	—	—	7.6	—	3.0	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	9.9	11	0.02	0.40	0.40	0.37	0.37	—	2,330
Dust From Material Movement	—	—	—	—	—	1.4	—	0.55	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.52	9.9	0.00	0.00	1.6	0.00	0.37	5.0	1,732
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.43	226
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.57	5.6	0.00	0.00	1.6	0.00	0.37	0.13	1,474
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.26	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.01	226
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.18	2.5	0.00	0.00	0.55	0.00	0.13	0.77	558
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	< 0.005	0.01	0.07	80
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.10	0.00	0.02	0.13	92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	13

3.10. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	23	212	0.37	0.74	0.74	0.74	0.74	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	23	212	0.37	0.74	0.74	0.74	0.74	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.5	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	8.0	75	0.13	0.26	0.26	0.26	0.26	—	14,071
Dust From Material Movement	—	—	—	—	—	7.6	—	3.0	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	1.5	14	0.02	0.05	0.05	0.05	0.05	—	2,330

Dust From Material Movement	—	—	—	—	—	1.4	—	0.55	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.52	9.9	0.00	0.00	1.6	0.00	0.37	5.0	1,732
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.43	226
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.57	5.6	0.00	0.00	1.6	0.00	0.37	0.13	1,474
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.26	0.06	< 0.005	< 0.005	0.06	< 0.005	0.02	0.01	226
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.18	2.5	0.00	0.00	0.55	0.00	0.13	0.77	558
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	< 0.005	0.01	0.07	80
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.10	0.00	0.02	0.13	92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	13

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	6.2	56	78	0.14	2.0	2.0	1.9	1.9	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.2	56	78	0.14	2.0	2.0	1.9	1.9	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.2	20	28	0.05	0.73	0.73	0.67	0.67	—	5,197
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	3.7	5.1	0.01	0.13	0.13	0.12	0.12	—	860
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	6.3	6.3	121	0.00	0.00	19	0.00	4.5	62	21,160
Vendor	0.42	11	4.8	0.08	0.16	3.3	0.16	1.0	27	11,514
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.2	6.9	69	0.00	0.00	19	0.00	4.5	1.6	18,003
Vendor	0.38	12	4.9	0.09	0.16	3.3	0.16	1.0	0.71	11,499
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.0	2.3	31	0.00	0.00	6.9	0.00	1.6	9.6	6,931
Vendor	0.15	4.2	1.7	0.03	0.06	1.2	0.06	0.37	4.3	4,142
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.41	5.6	0.00	0.00	1.3	0.00	0.29	1.6	1,147
Vendor	0.03	0.76	0.32	0.01	0.01	0.21	0.01	0.07	0.70	686
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	5.2	32	0.05	0.10	0.10	0.10	0.10	—	5,197
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.94	5.8	0.01	0.02	0.02	0.02	0.02	—	860
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	6.3	6.3	121	0.00	0.00	19	0.00	4.5	62	21,160

Vendor	0.42	11	4.8	0.08	0.16	3.3	0.16	1.0	27	11,514
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.2	6.9	69	0.00	0.00	19	0.00	4.5	1.6	18,003
Vendor	0.38	12	4.9	0.09	0.16	3.3	0.16	1.0	0.71	11,499
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.0	2.3	31	0.00	0.00	6.9	0.00	1.6	9.6	6,931
Vendor	0.15	4.2	1.7	0.03	0.06	1.2	0.06	0.37	4.3	4,142
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.41	5.6	0.00	0.00	1.3	0.00	0.29	1.6	1,147
Vendor	0.03	0.76	0.32	0.01	0.01	0.21	0.01	0.07	0.70	686
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.9	54	78	0.14	1.8	1.8	1.7	1.7	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.9	54	78	0.14	1.8	1.8	1.7	1.7	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.3	38	56	0.10	1.3	1.3	1.2	1.2	—	10,338
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	7.0	10	0.02	0.24	0.24	0.22	0.22	—	1,712
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	6.0	5.7	113	0.00	0.00	19	0.00	4.5	55	20,758
Vendor	0.34	11	4.6	0.08	0.16	3.3	0.16	1.0	25	11,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.0	6.3	64	0.00	0.00	19	0.00	4.5	1.4	17,674
Vendor	0.30	11	4.7	0.09	0.16	3.3	0.16	1.0	0.66	11,235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.8	4.1	57	0.00	0.00	14	0.00	3.2	17	13,530
Vendor	0.23	8.0	3.3	0.06	0.12	2.3	0.12	0.73	7.8	8,050
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.74	10	0.00	0.00	2.5	0.00	0.58	2.8	2,240
Vendor	0.04	1.5	0.61	0.01	0.02	0.43	0.02	0.13	1.3	1,333
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	10	64	0.10	0.21	0.21	0.20	0.20	—	10,338
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	1.9	12	0.02	0.04	0.04	0.04	0.04	—	1,712
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	6.0	5.7	113	0.00	0.00	19	0.00	4.5	55	20,758
Vendor	0.34	11	4.6	0.08	0.16	3.3	0.16	1.0	25	11,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.0	6.3	64	0.00	0.00	19	0.00	4.5	1.4	17,674
Vendor	0.30	11	4.7	0.09	0.16	3.3	0.16	1.0	0.66	11,235

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.8	4.1	57	0.00	0.00	14	0.00	3.2	17	13,530
Vendor	0.23	8.0	3.3	0.06	0.12	2.3	0.12	0.73	7.8	8,050
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.74	10	0.00	0.00	2.5	0.00	0.58	2.8	2,240
Vendor	0.04	1.5	0.61	0.01	0.02	0.43	0.02	0.13	1.3	1,333
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.8	51	77	0.14	1.7	1.7	1.5	1.5	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.8	51	77	0.14	1.7	1.7	1.5	1.5	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.1	37	55	0.10	1.2	1.2	1.1	1.1	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.75	6.7	10	0.02	0.22	0.22	0.20	0.20	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.7	5.1	105	0.00	0.00	19	0.00	4.5	50	20,384
Vendor	0.33	10	4.4	0.08	0.16	3.3	0.16	1.0	23	10,938
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.2	5.7	60	0.00	0.00	19	0.00	4.5	1.3	17,366
Vendor	0.30	11	4.6	0.08	0.16	3.3	0.16	1.0	0.60	10,929
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.6	3.6	53	0.00	0.00	14	0.00	3.2	15	13,255
Vendor	0.22	7.6	3.2	0.06	0.12	2.3	0.12	0.73	7.2	7,807
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.65	9.7	0.00	0.00	2.5	0.00	0.58	2.5	2,194
Vendor	0.04	1.4	0.58	0.01	0.02	0.42	0.02	0.13	1.2	1,293
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	10	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	1.9	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	5.7	5.1	105	0.00	0.00	19	0.00	4.5	50	20,384
Vendor	0.33	10	4.4	0.08	0.16	3.3	0.16	1.0	23	10,938
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.2	5.7	60	0.00	0.00	19	0.00	4.5	1.3	17,366
Vendor	0.30	11	4.6	0.08	0.16	3.3	0.16	1.0	0.60	10,929
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.6	3.6	53	0.00	0.00	14	0.00	3.2	15	13,255
Vendor	0.22	7.6	3.2	0.06	0.12	2.3	0.12	0.73	7.2	7,807
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.65	9.7	0.00	0.00	2.5	0.00	0.58	2.5	2,194
Vendor	0.04	1.4	0.58	0.01	0.02	0.42	0.02	0.13	1.2	1,293
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.6	50	77	0.14	1.6	1.6	1.4	1.4	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.6	50	77	0.14	1.6	1.6	1.4	1.4	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.0	36	55	0.10	1.1	1.1	1.0	1.0	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.6	10	0.02	0.20	0.20	0.19	0.19	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.8	4.4	99	0.00	0.00	19	0.00	4.5	44	20,035

Vendor	0.33	9.9	4.3	0.08	0.16	3.3	0.16	1.0	21	10,641
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.1	5.0	56	0.00	0.00	19	0.00	4.5	1.2	17,081
Vendor	0.29	11	4.4	0.08	0.16	3.3	0.16	1.0	0.55	10,631
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.0	3.5	50	0.00	0.00	14	0.00	3.2	14	13,033
Vendor	0.22	7.4	3.0	0.06	0.12	2.3	0.12	0.73	6.6	7,595
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.65	9.1	0.00	0.00	2.5	0.00	0.58	2.3	2,158
Vendor	0.04	1.3	0.56	0.01	0.02	0.42	0.02	0.13	1.1	1,257
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	10	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	1.9	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.8	4.4	99	0.00	0.00	19	0.00	4.5	44	20,035
Vendor	0.33	9.9	4.3	0.08	0.16	3.3	0.16	1.0	21	10,641
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.1	5.0	56	0.00	0.00	19	0.00	4.5	1.2	17,081
Vendor	0.29	11	4.4	0.08	0.16	3.3	0.16	1.0	0.55	10,631
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	3.0	3.5	50	0.00	0.00	14	0.00	3.2	14	13,033
Vendor	0.22	7.4	3.0	0.06	0.12	2.3	0.12	0.73	6.6	7,595
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.65	9.1	0.00	0.00	2.5	0.00	0.58	2.3	2,158
Vendor	0.04	1.3	0.56	0.01	0.02	0.42	0.02	0.13	1.1	1,257
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.5	49	77	0.14	1.5	1.5	1.3	1.3	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.5	49	77	0.14	1.5	1.5	1.3	1.3	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.9	35	55	0.10	1.0	1.0	0.96	0.96	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	6.3	10	0.02	0.19	0.19	0.18	0.18	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.6	4.4	92	0.00	0.00	19	0.00	4.5	40	19,715
Vendor	0.33	9.5	4.1	0.08	0.16	3.3	0.16	1.0	19	10,336
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.8	4.4	52	0.00	0.00	19	0.00	4.5	1.0	16,817
Vendor	0.29	10	4.3	0.08	0.16	3.3	0.16	1.0	0.50	10,329

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.9	3.1	46	0.00	0.00	14	0.00	3.2	12	12,829
Vendor	0.22	7.2	3.0	0.06	0.12	2.3	0.12	0.73	6.0	7,379
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.56	8.5	0.00	0.00	2.5	0.00	0.58	2.0	2,124
Vendor	0.04	1.3	0.54	0.01	0.02	0.42	0.02	0.13	0.99	1,222
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	10	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.26	1.9	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.6	4.4	92	0.00	0.00	19	0.00	4.5	40	19,715
Vendor	0.33	9.5	4.1	0.08	0.16	3.3	0.16	1.0	19	10,336
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.8	4.4	52	0.00	0.00	19	0.00	4.5	1.0	16,817
Vendor	0.29	10	4.3	0.08	0.16	3.3	0.16	1.0	0.50	10,329
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.9	3.1	46	0.00	0.00	14	0.00	3.2	12	12,829
Vendor	0.22	7.2	3.0	0.06	0.12	2.3	0.12	0.73	6.0	7,379
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.56	8.5	0.00	0.00	2.5	0.00	0.58	2.0	2,124
Vendor	0.04	1.3	0.54	0.01	0.02	0.42	0.02	0.13	0.99	1,222
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	5.4	47	77	0.14	1.3	1.3	1.2	1.2	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.4	47	77	0.14	1.3	1.3	1.2	1.2	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.5	31	50	0.09	0.88	0.88	0.81	0.81	—	9,488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	5.7	9.2	0.02	0.16	0.16	0.15	0.15	—	1,571
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.3	3.7	87	0.00	0.00	19	0.00	4.5	35	19,259
Vendor	0.32	9.3	4.0	0.08	0.16	3.3	0.16	1.0	17	10,018
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.6	4.3	49	0.00	0.00	19	0.00	4.5	0.91	16,589
Vendor	0.28	10.0	4.2	0.08	0.16	3.3	0.16	1.0	0.45	10,012
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.5	2.4	40	0.00	0.00	13	0.00	2.9	9.9	11,646
Vendor	0.20	6.4	2.7	0.05	0.11	2.1	0.11	0.67	4.9	6,584
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.44	7.4	0.00	0.00	2.3	0.00	0.54	1.6	1,928
Vendor	0.04	1.2	0.49	0.01	0.02	0.39	0.02	0.12	0.82	1,090
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	14	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.3	9.4	58	0.09	0.19	0.19	0.19	0.19	—	9,488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	1.7	11	0.02	0.03	0.03	0.03	0.03	—	1,571
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	4.3	3.7	87	0.00	0.00	19	0.00	4.5	35	19,259

Vendor	0.32	9.3	4.0	0.08	0.16	3.3	0.16	1.0	17	10,018
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.6	4.3	49	0.00	0.00	19	0.00	4.5	0.91	16,589
Vendor	0.28	10.0	4.2	0.08	0.16	3.3	0.16	1.0	0.45	10,012
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	2.5	2.4	40	0.00	0.00	13	0.00	2.9	9.9	11,646
Vendor	0.20	6.4	2.7	0.05	0.11	2.1	0.11	0.67	4.9	6,584
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.44	7.4	0.00	0.00	2.3	0.00	0.54	1.6	1,928
Vendor	0.04	1.2	0.49	0.01	0.02	0.39	0.02	0.12	0.82	1,090
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.4	42	60	0.08	1.8	1.8	1.6	1.6	—	9,098
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.4	42	60	0.08	1.8	1.8	1.6	1.6	—	9,098

Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	15	22	0.03	0.64	0.64	0.59	0.59	—	3,276
Paving	0.04	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.7	3.9	0.01	0.12	0.12	0.11	0.11	—	542
Paving	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.39	7.4	0.00	0.00	1.2	0.00	0.28	3.8	1,299
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.43	4.2	0.00	0.00	1.2	0.00	0.28	0.10	1,105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.42	0.00	0.10	0.59	426
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.35	0.00	0.00	0.08	0.00	0.02	0.10	70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.24. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,098
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,098
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.5	23	0.03	0.06	0.06	0.06	0.06	—	3,276
Paving	0.04	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.65	4.2	0.01	0.01	0.01	0.01	0.01	—	542
Paving	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.39	0.39	7.4	0.00	0.00	1.2	0.00	0.28	3.8	1,299
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.43	4.2	0.00	0.00	1.2	0.00	0.28	0.10	1,105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.42	0.00	0.10	0.59	426
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.35	0.00	0.00	0.08	0.00	0.02	0.10	70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.25. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.1	40	59	0.08	1.5	1.5	1.4	1.4	—	9,097
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.1	40	59	0.08	1.5	1.5	1.4	1.4	—	9,097
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.9	28	43	0.06	1.1	1.1	1.0	1.0	—	6,516
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	5.2	7.8	0.01	0.20	0.20	0.18	0.18	—	1,079
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.35	6.9	0.00	0.00	1.2	0.00	0.28	3.4	1,275
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.39	3.9	0.00	0.00	1.2	0.00	0.28	0.09	1,085
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.25	3.5	0.00	0.00	0.84	0.00	0.20	1.1	831
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.05	0.64	0.00	0.00	0.15	0.00	0.04	0.17	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.26. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,097
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,097
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	7.1	46	0.06	0.12	0.12	0.12	0.12	—	6,516
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.3	8.3	0.01	0.02	0.02	0.02	0.02	—	1,079
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.35	6.9	0.00	0.00	1.2	0.00	0.28	3.4	1,275
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.39	3.9	0.00	0.00	1.2	0.00	0.28	0.09	1,085
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.25	3.5	0.00	0.00	0.84	0.00	0.20	1.1	831
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.15	0.00	0.04	0.17	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.27. Paving (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.0	39	60	0.08	1.4	1.4	1.3	1.3	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.0	39	60	0.08	1.4	1.4	1.3	1.3	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.9	28	43	0.06	1.0	1.0	0.94	0.94	—	6,496
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	5.1	7.8	0.01	0.19	0.19	0.17	0.17	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	6.5	0.00	0.00	1.2	0.00	0.28	3.0	1,252
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.35	3.7	0.00	0.00	1.2	0.00	0.28	0.08	1,066
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.22	3.3	0.00	0.00	0.84	0.00	0.20	0.94	814
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.60	0.00	0.00	0.15	0.00	0.04	0.16	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.28. Paving (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	7.0	45	0.06	0.12	0.12	0.12	0.12	—	6,496
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.3	8.3	0.01	0.02	0.02	0.02	0.02	—	1,076

Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	6.5	0.00	0.00	1.2	0.00	0.28	3.0	1,252
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.35	3.7	0.00	0.00	1.2	0.00	0.28	0.08	1,066
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.22	3.3	0.00	0.00	0.84	0.00	0.20	0.94	814
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.60	0.00	0.00	0.15	0.00	0.04	0.16	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Paving (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.9	38	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.9	38	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.8	27	42	0.06	0.94	0.94	0.87	0.87	—	6,496
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	4.9	7.7	0.01	0.17	0.17	0.16	0.16	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	6.1	0.00	0.00	1.2	0.00	0.28	2.7	1,230
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.31	3.4	0.00	0.00	1.2	0.00	0.28	0.07	1,049
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.22	3.1	0.00	0.00	0.84	0.00	0.20	0.84	800
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.56	0.00	0.00	0.15	0.00	0.04	0.14	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.30. Paving (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	7.0	45	0.06	0.12	0.12	0.12	0.12	—	6,496
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.3	8.3	0.01	0.02	0.02	0.02	0.02	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	6.1	0.00	0.00	1.2	0.00	0.28	2.7	1,230
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.31	3.4	0.00	0.00	1.2	0.00	0.28	0.07	1,049
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.22	3.1	0.00	0.00	0.84	0.00	0.20	0.84	800
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.56	0.00	0.00	0.15	0.00	0.04	0.14	132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.31. Paving (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	37	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	37	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.7	26	42	0.06	0.90	0.90	0.83	0.83	—	6,496
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.8	7.7	0.01	0.16	0.16	0.15	0.15	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.27	5.7	0.00	0.00	1.2	0.00	0.28	2.4	1,211
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.27	3.2	0.00	0.00	1.2	0.00	0.28	0.06	1,033

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.19	2.8	0.00	0.00	0.84	0.00	0.20	0.75	788
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.15	0.00	0.04	0.12	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.32. Paving (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	7.0	45	0.06	0.12	0.12	0.12	0.12	—	6,496

Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.3	8.3	0.01	0.02	0.02	0.02	0.02	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.27	5.7	0.00	0.00	1.2	0.00	0.28	2.4	1,211
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.27	3.2	0.00	0.00	1.2	0.00	0.28	0.06	1,033
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.19	2.8	0.00	0.00	0.84	0.00	0.20	0.75	788
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.15	0.00	0.04	0.12	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.33. Paving (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.7	36	59	0.08	1.2	1.2	1.1	1.1	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.7	36	59	0.08	1.2	1.2	1.1	1.1	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.4	24	39	0.06	0.78	0.78	0.72	0.72	—	5,980
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	4.3	7.1	0.01	0.14	0.14	0.13	0.13	—	990
Paving	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.23	5.3	0.00	0.00	1.2	0.00	0.28	2.2	1,183
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.0	0.00	0.00	1.2	0.00	0.28	0.06	1,019
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.15	2.5	0.00	0.00	0.77	0.00	0.18	0.61	715
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.14	0.00	0.03	0.10	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.34. Paving (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	9.9	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	6.5	42	0.06	0.11	0.11	0.11	0.11	—	5,980
Paving	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.2	7.6	0.01	0.02	0.02	0.02	0.02	—	990
Paving	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.23	5.3	0.00	0.00	1.2	0.00	0.28	2.2	1,183
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.0	0.00	0.00	1.2	0.00	0.28	0.06	1,019
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.15	2.5	0.00	0.00	0.77	0.00	0.18	0.61	715
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.14	0.00	0.03	0.10	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.35. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	6.5	8.9	0.01	0.12	0.12	0.11	0.11	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	6.5	8.9	0.01	0.12	0.12	0.11	0.11	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	2.3	3.2	< 0.005	0.04	0.04	0.04	0.04	—	386
Architectural Coatings	6.7	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.42	0.59	< 0.005	0.01	0.01	0.01	0.01	—	64
Architectural Coatings	1.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.1	23	0.00	0.00	3.8	0.00	0.90	11	4,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.0	1.3	13	0.00	0.00	3.8	0.00	0.90	0.29	3,535
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.41	5.7	0.00	0.00	1.4	0.00	0.32	1.7	1,360
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.0	0.00	0.00	0.25	0.00	0.06	0.29	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.36. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.6	2.8	< 0.005	0.01	0.01	0.01	0.01	—	386
Architectural Coatings	6.7	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.29	0.51	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	64
Architectural Coatings	1.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.1	23	0.00	0.00	3.8	0.00	0.90	11	4,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.0	1.3	13	0.00	0.00	3.8	0.00	0.90	0.29	3,535
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.41	5.7	0.00	0.00	1.4	0.00	0.32	1.7	1,360

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.0	0.00	0.00	0.25	0.00	0.06	0.29	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.37. Architectural Coating (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.4	8.9	0.01	0.10	0.10	0.09	0.09	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.4	8.9	0.01	0.10	0.10	0.09	0.09	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	4.5	6.4	0.01	0.07	0.07	0.07	0.07	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.2	< 0.005	0.01	0.01	0.01	0.01	—	127
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.1	1.0	21	0.00	0.00	3.8	0.00	0.90	9.9	4,077
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.84	1.1	12	0.00	0.00	3.8	0.00	0.90	0.26	3,473
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.71	11	0.00	0.00	2.7	0.00	0.64	3.1	2,651
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	1.9	0.00	0.00	0.50	0.00	0.12	0.51	439
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.38. Architectural Coating (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	3.1	5.5	0.01	0.01	0.01	0.01	0.01	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.57	1.0	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	127
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.1	1.0	21	0.00	0.00	3.8	0.00	0.90	9.9	4,077
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.84	1.1	12	0.00	0.00	3.8	0.00	0.90	0.26	3,473
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.71	11	0.00	0.00	2.7	0.00	0.64	3.1	2,651
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.13	1.9	0.00	0.00	0.50	0.00	0.12	0.51	439
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.39. Architectural Coating (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.3	8.9	0.01	0.09	0.09	0.08	0.08	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.3	8.9	0.01	0.09	0.09	0.08	0.08	—	1,072

Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.5	6.3	0.01	0.06	0.06	0.06	0.06	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.82	1.2	< 0.005	0.01	0.01	0.01	0.01	—	127
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.89	20	0.00	0.00	3.8	0.00	0.90	8.9	4,007
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.81	1.0	11	0.00	0.00	3.8	0.00	0.90	0.23	3,416
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.71	10.0	0.00	0.00	2.7	0.00	0.64	2.7	2,607
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	0.11	0.13	1.8	0.00	0.00	0.50	0.00	0.12	0.45	432
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.40. Architectural Coating (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	3.1	5.5	0.01	0.01	0.01	0.01	0.01	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.57	1.0	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	127

Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.89	20	0.00	0.00	3.8	0.00	0.90	8.9	4,007
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.81	1.0	11	0.00	0.00	3.8	0.00	0.90	0.23	3,416
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.71	10.0	0.00	0.00	2.7	0.00	0.64	2.7	2,607
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.13	1.8	0.00	0.00	0.50	0.00	0.12	0.45	432
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.41. Architectural Coating (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.76	6.2	8.8	0.01	0.08	0.08	0.07	0.07	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	6.2	8.8	0.01	0.08	0.08	0.07	0.07	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	4.4	6.3	0.01	0.05	0.05	0.05	0.05	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.81	1.2	< 0.005	0.01	0.01	0.01	0.01	—	127
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.91	0.87	18	0.00	0.00	3.8	0.00	0.90	7.9	3,943
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.77	0.88	10	0.00	0.00	3.8	0.00	0.90	0.21	3,363
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.62	9.3	0.00	0.00	2.7	0.00	0.64	2.4	2,566
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.7	0.00	0.00	0.50	0.00	0.12	0.40	425
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.42. Architectural Coating (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	3.1	5.5	0.01	0.01	0.01	0.01	0.01	—	766
Architectural Coatings	13	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.57	1.0	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	127
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.91	0.87	18	0.00	0.00	3.8	0.00	0.90	7.9	3,943
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.77	0.88	10	0.00	0.00	3.8	0.00	0.90	0.21	3,363
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.62	9.3	0.00	0.00	2.7	0.00	0.64	2.4	2,566
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.7	0.00	0.00	0.50	0.00	0.12	0.40	425
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.43. Architectural Coating (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.2	8.8	0.01	0.07	0.07	0.06	0.06	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.2	8.8	0.01	0.07	0.07	0.06	0.06	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.1	5.8	0.01	0.04	0.04	0.04	0.04	—	705
Architectural Coatings	12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.1	< 0.005	0.01	0.01	0.01	0.01	—	117
Architectural Coatings	2.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.87	0.75	17	0.00	0.00	3.8	0.00	0.90	7.0	3,852
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.73	0.87	9.8	0.00	0.00	3.8	0.00	0.90	0.18	3,318
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.49	8.1	0.00	0.00	2.5	0.00	0.59	2.0	2,329
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.5	0.00	0.00	0.46	0.00	0.11	0.33	386
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.44. Architectural Coating (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	4.4	7.7	0.01	0.02	0.02	0.02	0.02	—	1,072
Architectural Coatings	19	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	2.9	5.1	0.01	0.01	0.01	0.01	0.01	—	705
Architectural Coatings	12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.53	0.92	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	117
Architectural Coatings	2.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.87	0.75	17	0.00	0.00	3.8	0.00	0.90	7.0	3,852
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.73	0.87	9.8	0.00	0.00	3.8	0.00	0.90	0.18	3,318
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.49	8.1	0.00	0.00	2.5	0.00	0.59	2.0	2,329

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.5	0.00	0.00	0.46	0.00	0.11	0.33	386
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	6.6	7.4	81	0.22	0.14	21	0.13	5.4	37	23,208
Regional Shopping Center	18	13	131	0.32	0.20	29	0.19	7.6	52	33,458
Condo/Townhouse	7.5	6.8	71	0.19	0.11	17	0.11	4.4	31	19,361
Strip Mall	9.6	11	117	0.32	0.19	30	0.18	7.7	53	33,448
General Office Building	0.33	0.37	4.1	0.01	0.01	1.0	0.01	0.27	1.9	1,166
Unrefrigerated Warehouse-No Rail	2.3	2.5	28	0.08	0.05	7.1	0.04	1.8	13	7,978
Single Family Housing	12	11	115	0.30	0.18	28	0.17	7.1	49	31,270
Mobile Home Park	6.1	5.5	57	0.15	0.09	14	0.09	3.6	25	15,601

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	62	58	605	1.6	0.98	147	0.92	38	261	165,490
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	5.6	8.0	54	0.20	0.14	21	0.13	5.4	0.96	20,642
Regional Shopping Center	14	14	95	0.29	0.20	29	0.19	7.6	1.4	29,851
Condo/Townhouse	6.2	7.4	49	0.17	0.11	17	0.11	4.4	0.79	17,243
Strip Mall	8.0	12	78	0.29	0.19	30	0.18	7.7	1.4	29,750
General Office Building	0.28	0.40	2.7	0.01	0.01	1.0	0.01	0.27	0.05	1,037
Unrefrigerated Warehouse-No Rail	1.9	2.7	19	0.07	0.05	7.1	0.04	1.8	0.33	7,096
Single Family Housing	10	12	80	0.27	0.18	28	0.17	7.1	1.3	27,850
Mobile Home Park	5.0	6.0	40	0.13	0.09	14	0.09	3.6	0.64	13,895
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	52	62	418	1.4	0.98	147	0.92	38	6.8	147,364
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.91	1.2	9.8	0.03	0.02	3.2	0.02	0.83	2.3	3,064

Regional Shopping Center	2.5	2.2	16	0.05	0.03	4.5	0.03	1.2	3.1	4,370
Condo/Townhouse	1.0	1.1	8.6	0.03	0.02	2.6	0.02	0.68	1.8	2,528
Strip Mall	1.3	1.7	14	0.05	0.03	4.6	0.03	1.2	3.2	4,382
General Office Building	0.04	0.05	0.43	< 0.005	< 0.005	0.14	< 0.005	0.04	0.10	136
Unrefrigerated Warehouse-No Rail	0.25	0.33	2.7	0.01	0.01	0.89	0.01	0.23	0.63	849
Single Family Housing	1.7	1.9	15	0.05	0.03	4.5	0.03	1.2	3.1	4,305
Mobile Home Park	0.76	0.82	6.5	0.02	0.01	2.0	0.01	0.51	1.4	1,899
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.5	9.3	73	0.23	0.15	22	0.14	5.8	16	21,532

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	6.6	7.4	81	0.22	0.14	21	0.13	5.4	37	23,208
Regional Shopping Center	18	13	131	0.32	0.20	29	0.19	7.6	52	33,458
Condo/Townhouse	7.5	6.8	71	0.19	0.11	17	0.11	4.4	31	19,361

Strip Mall	9.6	11	117	0.32	0.19	30	0.18	7.7	53	33,448
General Office Building	0.33	0.37	4.1	0.01	0.01	1.0	0.01	0.27	1.9	1,166
Unrefrigerated Warehouse-No Rail	2.3	2.5	28	0.08	0.05	7.1	0.04	1.8	13	7,978
Single Family Housing	12	11	115	0.30	0.18	28	0.17	7.1	49	31,270
Mobile Home Park	6.1	5.5	57	0.15	0.09	14	0.09	3.6	25	15,601
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	62	58	605	1.6	0.98	147	0.92	38	261	165,490
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	5.6	8.0	54	0.20	0.14	21	0.13	5.4	0.96	20,642
Regional Shopping Center	14	14	95	0.29	0.20	29	0.19	7.6	1.4	29,851
Condo/Townhouse	6.2	7.4	49	0.17	0.11	17	0.11	4.4	0.79	17,243
Strip Mall	8.0	12	78	0.29	0.19	30	0.18	7.7	1.4	29,750
General Office Building	0.28	0.40	2.7	0.01	0.01	1.0	0.01	0.27	0.05	1,037
Unrefrigerated Warehouse-No Rail	1.9	2.7	19	0.07	0.05	7.1	0.04	1.8	0.33	7,096
Single Family Housing	10	12	80	0.27	0.18	28	0.17	7.1	1.3	27,850
Mobile Home Park	5.0	6.0	40	0.13	0.09	14	0.09	3.6	0.64	13,895

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	52	62	418	1.4	0.98	147	0.92	38	6.8	147,364
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.91	1.2	9.8	0.03	0.02	3.2	0.02	0.83	2.3	3,064
Regional Shopping Center	2.5	2.2	16	0.05	0.03	4.5	0.03	1.2	3.1	4,370
Condo/Townhouse	1.0	1.1	8.6	0.03	0.02	2.6	0.02	0.68	1.8	2,528
Strip Mall	1.3	1.7	14	0.05	0.03	4.6	0.03	1.2	3.2	4,382
General Office Building	0.04	0.05	0.43	< 0.005	< 0.005	0.14	< 0.005	0.04	0.10	136
Unrefrigerated Warehouse-No Rail	0.25	0.33	2.7	0.01	0.01	0.89	0.01	0.23	0.63	849
Single Family Housing	1.7	1.9	15	0.05	0.03	4.5	0.03	1.2	3.1	4,305
Mobile Home Park	0.76	0.82	6.5	0.02	0.01	2.0	0.01	0.51	1.4	1,899
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.5	9.3	73	0.23	0.15	22	0.14	5.8	16	21,532

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,633
Regional Shopping Center	—	—	—	—	—	—	—	—	—	2,013
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,697
Strip Mall	—	—	—	—	—	—	—	—	—	755
General Office Building	—	—	—	—	—	—	—	—	—	259
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	4,566
Single Family Housing	—	—	—	—	—	—	—	—	—	3,319
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,818
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	1,006
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	19,066
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,633
Regional Shopping Center	—	—	—	—	—	—	—	—	—	2,013
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,697

Strip Mall	—	—	—	—	—	—	—	—	—	755
General Office Building	—	—	—	—	—	—	—	—	—	259
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	4,566
Single Family Housing	—	—	—	—	—	—	—	—	—	3,319
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,818
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	1,006
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	19,066
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	270
Regional Shopping Center	—	—	—	—	—	—	—	—	—	333
Condo/Townhouse	—	—	—	—	—	—	—	—	—	281
Strip Mall	—	—	—	—	—	—	—	—	—	125
General Office Building	—	—	—	—	—	—	—	—	—	43
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	756
Single Family Housing	—	—	—	—	—	—	—	—	—	550
Mobile Home Park	—	—	—	—	—	—	—	—	—	632

User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	166
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	3,157

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,178
Regional Shopping Center	—	—	—	—	—	—	—	—	—	1,469
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,248
Strip Mall	—	—	—	—	—	—	—	—	—	551
General Office Building	—	—	—	—	—	—	—	—	—	194
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	3,534
Single Family Housing	—	—	—	—	—	—	—	—	—	2,177
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,080
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	804
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00

Total	—	—	—	—	—	—	—	—	—	14,235
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,178
Regional Shopping Center	—	—	—	—	—	—	—	—	—	1,469
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,248
Strip Mall	—	—	—	—	—	—	—	—	—	551
General Office Building	—	—	—	—	—	—	—	—	—	194
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	3,534
Single Family Housing	—	—	—	—	—	—	—	—	—	2,177
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,080
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	804
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	14,235
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	195
Regional Shopping Center	—	—	—	—	—	—	—	—	—	243
Condo/Townhouse	—	—	—	—	—	—	—	—	—	207
Strip Mall	—	—	—	—	—	—	—	—	—	91

General Office Building	—	—	—	—	—	—	—	—	—	32
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	585
Single Family Housing	—	—	—	—	—	—	—	—	—	360
Mobile Home Park	—	—	—	—	—	—	—	—	—	510
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	133
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,357

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.11	2.0	1.7	0.01	0.15	0.15	0.15	0.15	—	2,411
Regional Shopping Center	0.02	0.36	0.30	< 0.005	0.03	0.03	0.03	0.03	—	431
Condo/Townhouse	0.10	1.8	0.76	0.01	0.14	0.14	0.14	0.14	—	2,278
Strip Mall	0.01	0.14	0.11	< 0.005	0.01	0.01	0.01	0.01	—	162
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Single Family Housing	0.27	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	5,966
Mobile Home Park	0.19	3.3	1.4	0.02	0.26	0.26	0.26	0.26	—	4,139
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.71	12	6.3	0.08	0.98	0.98	0.98	0.98	—	15,422
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.11	2.0	1.7	0.01	0.15	0.15	0.15	0.15	—	2,411
Regional Shopping Center	0.02	0.36	0.30	< 0.005	0.03	0.03	0.03	0.03	—	431
Condo/Townhouse	0.10	1.8	0.76	0.01	0.14	0.14	0.14	0.14	—	2,278
Strip Mall	0.01	0.14	0.11	< 0.005	0.01	0.01	0.01	0.01	—	162
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Single Family Housing	0.27	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	5,966
Mobile Home Park	0.19	3.3	1.4	0.02	0.26	0.26	0.26	0.26	—	4,139
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.71	12	6.3	0.08	0.98	0.98	0.98	0.98	—	15,422

Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.02	0.37	0.31	< 0.005	0.03	0.03	0.03	0.03	—	399
Regional Shopping Center	< 0.005	0.07	0.06	< 0.005	0.01	0.01	0.01	0.01	—	71
Condo/Townhouse	0.02	0.33	0.14	< 0.005	0.03	0.03	0.03	0.03	—	377
Strip Mall	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	27
General Office Building	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.7
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Single Family Housing	0.05	0.86	0.36	0.01	0.07	0.07	0.07	0.07	—	988
Mobile Home Park	0.03	0.59	0.25	< 0.005	0.05	0.05	0.05	0.05	—	685
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.13	2.2	1.1	0.01	0.18	0.18	0.18	0.18	—	2,553

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.10	1.9	1.6	0.01	0.14	0.14	0.14	0.14	—	2,260
Regional Shopping Center	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	413

Condo/Townho	0.10	1.6	0.69	0.01	0.13	0.13	0.13	0.13	—	2,073
Strip Mall	0.01	0.13	0.11	< 0.005	0.01	0.01	0.01	0.01	—	155
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Single Family Housing	0.25	4.3	1.8	0.03	0.35	0.35	0.35	0.35	—	5,453
Mobile Home Park	0.17	3.0	1.3	0.02	0.24	0.24	0.24	0.24	—	3,761
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.65	11	5.8	0.07	0.90	0.90	0.90	0.90	—	14,147
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.10	1.9	1.6	0.01	0.14	0.14	0.14	0.14	—	2,260
Regional Shopping Center	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	413
Condo/Townho use	0.10	1.6	0.69	0.01	0.13	0.13	0.13	0.13	—	2,073
Strip Mall	0.01	0.13	0.11	< 0.005	0.01	0.01	0.01	0.01	—	155
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Single Family Housing	0.25	4.3	1.8	0.03	0.35	0.35	0.35	0.35	—	5,453

Mobile Home Park	0.17	3.0	1.3	0.02	0.24	0.24	0.24	0.24	—	3,761
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.65	11	5.8	0.07	0.90	0.90	0.90	0.90	—	14,147
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	374
Regional Shopping Center	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	68
Condo/Townhouse	0.02	0.30	0.13	< 0.005	0.02	0.02	0.02	0.02	—	343
Strip Mall	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.4
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Single Family Housing	0.05	0.78	0.33	< 0.005	0.06	0.06	0.06	0.06	—	903
Mobile Home Park	0.03	0.54	0.23	< 0.005	0.04	0.04	0.04	0.04	—	623
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	2.1	1.1	0.01	0.16	0.16	0.16	0.16	—	2,342

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.73	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Consumer Products	60	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.9	—	—	—	—	—	—	—	—	—
Landscape Equipment	16	1.3	145	0.01	0.13	0.13	0.10	0.10	—	457
Total	83	14	150	0.09	1.1	1.1	1.1	1.1	—	17,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.73	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Consumer Products	60	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.9	—	—	—	—	—	—	—	—	—
Total	66	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	0.16	0.07	< 0.005	0.01	0.01	0.01	0.01	—	191
Consumer Products	11	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.1	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.5	0.12	13	< 0.005	0.01	0.01	0.01	0.01	—	37
Total	13	0.27	13	< 0.005	0.02	0.02	0.02	0.02	—	228

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.73	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Consumer Products	55	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.9	—	—	—	—	—	—	—	—	—
Landscape Equipment	16	1.3	145	0.01	0.13	0.13	0.10	0.10	—	457
Total	78	14	150	0.09	1.1	1.1	1.1	1.1	—	17,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.73	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Consumer Products	55	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.9	—	—	—	—	—	—	—	—	—
Total	62	12	5.3	0.08	1.0	1.0	1.0	1.0	—	16,839
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	0.16	0.07	< 0.005	0.01	0.01	0.01	0.01	—	191
Consumer Products	10	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.1	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.5	0.12	13	< 0.005	0.01	0.01	0.01	0.01	—	37
Total	13	0.27	13	< 0.005	0.02	0.02	0.02	0.02	—	228

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
Strip Mall	—	—	—	—	—	—	—	—	—	178
General Office Building	—	—	—	—	—	—	—	—	—	135
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,697
Single Family Housing	—	—	—	—	—	—	—	—	—	646
Mobile Home Park	—	—	—	—	—	—	—	—	—	418
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	3,477
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53

Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
Strip Mall	—	—	—	—	—	—	—	—	—	178
General Office Building	—	—	—	—	—	—	—	—	—	135
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,697
Single Family Housing	—	—	—	—	—	—	—	—	—	646
Mobile Home Park	—	—	—	—	—	—	—	—	—	418
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	3,477
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	8.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	30
Condo/Townhouse	—	—	—	—	—	—	—	—	—	28
Strip Mall	—	—	—	—	—	—	—	—	—	30
General Office Building	—	—	—	—	—	—	—	—	—	22
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	281

Single Family Housing	—	—	—	—	—	—	—	—	—	107
Mobile Home Park	—	—	—	—	—	—	—	—	—	69
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	576

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	48
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	165
Strip Mall	—	—	—	—	—	—	—	—	—	178
General Office Building	—	—	—	—	—	—	—	—	—	135
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,697
Single Family Housing	—	—	—	—	—	—	—	—	—	646
Mobile Home Park	—	—	—	—	—	—	—	—	—	402

User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	3,450
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	48
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	165
Strip Mall	—	—	—	—	—	—	—	—	—	178
General Office Building	—	—	—	—	—	—	—	—	—	135
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,697
Single Family Housing	—	—	—	—	—	—	—	—	—	646
Mobile Home Park	—	—	—	—	—	—	—	—	—	402
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	3,450
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	7.9

Regional Shopping Center	—	—	—	—	—	—	—	—	—	30
Condo/Townhouse	—	—	—	—	—	—	—	—	—	27
Strip Mall	—	—	—	—	—	—	—	—	—	30
General Office Building	—	—	—	—	—	—	—	—	—	22
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	281
Single Family Housing	—	—	—	—	—	—	—	—	—	107
Mobile Home Park	—	—	—	—	—	—	—	—	—	66
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	571

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396

Condo/Townho	—	—	—	—	—	—	—	—	—	474
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Single Family Housing	—	—	—	—	—	—	—	—	—	901
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	4,295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townho use	—	—	—	—	—	—	—	—	—	474
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Single Family Housing	—	—	—	—	—	—	—	—	—	901

Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	4,295
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	26
Regional Shopping Center	—	—	—	—	—	—	—	—	—	66
Condo/Townhouse	—	—	—	—	—	—	—	—	—	78
Strip Mall	—	—	—	—	—	—	—	—	—	25
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	175
Single Family Housing	—	—	—	—	—	—	—	—	—	149
Mobile Home Park	—	—	—	—	—	—	—	—	—	189
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	711

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Single Family Housing	—	—	—	—	—	—	—	—	—	901
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	4,295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474

Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Single Family Housing	—	—	—	—	—	—	—	—	—	901
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	4,295
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	26
Regional Shopping Center	—	—	—	—	—	—	—	—	—	66
Condo/Townhouse	—	—	—	—	—	—	—	—	—	78
Strip Mall	—	—	—	—	—	—	—	—	—	25
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	175
Single Family Housing	—	—	—	—	—	—	—	—	—	149
Mobile Home Park	—	—	—	—	—	—	—	—	—	189

User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	711

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	354	354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340

Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	354	354
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	56	56
Regional Shopping Center	—	—	—	—	—	—	—	—	0.16	0.16
Condo/Townhouse	—	—	—	—	—	—	—	—	0.39	0.39
Strip Mall	—	—	—	—	—	—	—	—	0.08	0.08
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Single Family Housing	—	—	—	—	—	—	—	—	1.2	1.2
Mobile Home Park	—	—	—	—	—	—	—	—	0.38	0.38
Total	—	—	—	—	—	—	—	—	59	59

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	354	354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	354	354
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	56	56

Regional Shopping Center	—	—	—	—	—	—	—	—	0.16	0.16
Condo/Townhouse	—	—	—	—	—	—	—	—	0.39	0.39
Strip Mall	—	—	—	—	—	—	—	—	0.08	0.08
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Single Family Housing	—	—	—	—	—	—	—	—	1.2	1.2
Mobile Home Park	—	—	—	—	—	—	—	—	0.38	0.38
Total	—	—	—	—	—	—	—	—	59	59

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	2/11/2026	5.0	30	—
Site Preparation	Site Preparation	2/12/2026	3/1/2027	5.0	273	—
Grading	Grading	6/1/2026	6/30/2027	5.0	283	—
Building Construction	Building Construction	7/1/2027	12/1/2032	5.0	1,415	—
Paving	Paving	7/1/2027	12/1/2032	5.0	1,415	—
Architectural Coating	Architectural Coating	7/1/2028	12/1/2032	5.0	1,153	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Demolition	Excavators	Diesel	Average	3.0	8.0	36	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.0	8.0	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	18	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	24	8.0	84	0.37
Grading	Excavators	Diesel	Average	12	8.0	36	0.38
Grading	Graders	Diesel	Average	6.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	6.0	8.0	367	0.40
Grading	Scrapers	Diesel	Average	12	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	12	8.0	84	0.37
Building Construction	Cranes	Diesel	Average	6.0	7.0	367	0.29
Building Construction	Forklifts	Diesel	Average	18	8.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	6.0	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	18	7.0	84	0.37

Building Construction	Welders	Diesel	Average	6.0	8.0	46	0.45
Paving	Pavers	Diesel	Average	12	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	12	8.0	89	0.36
Paving	Rollers	Diesel	Average	12	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Average	6.0	8.0	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.0	33	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.0	8.0	36	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.0	8.0	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	18	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	24	8.0	84	0.37
Grading	Excavators	Diesel	Tier 4 Final	12	8.0	36	0.38
Grading	Graders	Diesel	Tier 4 Final	6.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	6.0	8.0	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	12	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	12	8.0	84	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	6.0	7.0	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	18	8.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	6.0	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	18	7.0	84	0.37
Building Construction	Welders	Diesel	Tier 4 Final	6.0	8.0	46	0.45
Paving	Pavers	Diesel	Tier 4 Final	12	8.0	81	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	12	8.0	89	0.36

Paving	Rollers	Diesel	Tier 4 Final	12	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	6.0	8.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	21	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	105	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	120	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	3.3	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	1,466	19	LDA,LDT1,LDT2
Building Construction	Vendor	364	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	90	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	293	19	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	21	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	105	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	120	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	3.3	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	1,466	19	LDA,LDT1,LDT2
Building Construction	Vendor	364	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	90	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	293	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT

Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	3,367,231	1,122,410	1,682,501	560,834	141,134

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	55,000	0.00
Site Preparation	—	—	2,457	0.00	0.00
Grading	4,400	7,500	849	0.00	0.00
Paving	0.00	0.00	0.00	0.00	77

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Hotel	0.00	0%
Paving	Regional Shopping Center	0.00	0%
Paving	Condo/Townhouse	—	0%
Paving	Strip Mall	0.00	0%
Paving	General Office Building	0.00	0%
Paving	Unrefrigerated Warehouse-No Rail	0.00	0%
Paving	Single Family Housing	5.8	0%
Paving	Mobile Home Park	6.0	80%
Paving	Mobile Home Park	6.0	80%
Paving	User Defined Industrial	5.0	0%
Paving	Parking Lot	39	100%
Paving	Other Asphalt Surfaces	15	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	262	0.03	< 0.005
2027	0.00	266	0.03	< 0.005
2028	0.00	275	0.03	< 0.005
2029	0.00	249	0.03	< 0.005
2030	0.00	247	0.03	< 0.005
2031	0.00	247	0.03	< 0.005
2032	0.00	247	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	1,835	2,157	1,577	672,956	24,776	29,131	21,291	9,088,540
Regional Shopping Center	6,080	6,422	4,220	2,140,047	34,758	41,081	26,995	12,611,717
Condo/Townhouse	2,292	2,615	1,391	806,295	21,102	24,076	12,805	7,424,720
Strip Mall	2,698	3,109	1,859	962,388	36,434	41,985	25,110	12,997,436
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175
Unrefrigerated Warehouse-No Rail	419	742	742	186,465	5,653	10,015	10,015	2,518,285
Single Family Housing	3,899	4,223	2,610	1,372,905	35,907	38,887	24,034	12,642,306
Mobile Home Park	970	1,290	970	370,736	7,758	10,317	7,758	2,964,966
Mobile Home Park	621	826	621	237,271	6,829	9,082	6,829	2,609,979
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	1,835	2,157	1,577	672,956	24,776	29,131	21,291	9,088,540
Regional Shopping Center	6,080	6,422	4,220	2,140,047	34,758	41,081	26,995	12,611,717
Condo/Townhouse	2,292	2,615	1,391	806,295	21,102	24,076	12,805	7,424,720
Strip Mall	2,698	3,109	1,859	962,388	36,434	41,985	25,110	12,997,436
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175

Unrefrigerated Warehouse-No Rail	419	742	742	186,465	5,653	10,015	10,015	2,518,285
Single Family Housing	3,899	4,223	2,610	1,372,905	35,907	38,887	24,034	12,642,306
Mobile Home Park	970	1,290	970	370,736	7,758	10,317	7,758	2,964,966
Mobile Home Park	621	826	621	237,271	6,829	9,082	6,829	2,609,979
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Hotel	Wood Fireplaces	0	0
Hotel	Gas Fireplaces	0	0
Hotel	Propane Fireplaces	0	0
Hotel	Electric Fireplaces	0	0
Hotel	No Fireplaces	0	0
Hotel	Conventional Wood Stoves	0	0
Hotel	Catalytic Wood Stoves	0	0
Hotel	Non-Catalytic Wood Stoves	0	0
Hotel	Pellet Wood Stoves	0	0
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0
Regional Shopping Center	No Fireplaces	0	0

Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	289	289
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	17	17
Condo/Townhouse	No Fireplaces	34	34
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	17	17
Condo/Townhouse	Non-Catalytic Wood Stoves	17	17
Condo/Townhouse	Pellet Wood Stoves	0	0
Strip Mall	Wood Fireplaces	0	0
Strip Mall	Gas Fireplaces	0	0
Strip Mall	Propane Fireplaces	0	0
Strip Mall	Electric Fireplaces	0	0
Strip Mall	No Fireplaces	0	0
Strip Mall	Conventional Wood Stoves	0	0
Strip Mall	Catalytic Wood Stoves	0	0
Strip Mall	Non-Catalytic Wood Stoves	0	0
Strip Mall	Pellet Wood Stoves	0	0
General Office Building	Wood Fireplaces	0	0
General Office Building	Gas Fireplaces	0	0
General Office Building	Propane Fireplaces	0	0
General Office Building	Electric Fireplaces	0	0
General Office Building	No Fireplaces	0	0
General Office Building	Conventional Wood Stoves	0	0

General Office Building	Catalytic Wood Stoves	0	0
General Office Building	Non-Catalytic Wood Stoves	0	0
General Office Building	Pellet Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Wood Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Gas Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Propane Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Electric Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	No Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Conventional Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Non-Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	25	25
Single Family Housing	Gas Fireplaces	410	410
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	26	26
Single Family Housing	No Fireplaces	52	52
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	26	26
Single Family Housing	Non-Catalytic Wood Stoves	26	26
Single Family Housing	Pellet Wood Stoves	0	0
Mobile Home Park	Wood Fireplaces	0	0
Mobile Home Park	Gas Fireplaces	425	425
Mobile Home Park	Propane Fireplaces	0	0
Mobile Home Park	Electric Fireplaces	25	25
Mobile Home Park	No Fireplaces	50	50
Mobile Home Park	Conventional Wood Stoves	0	0
Mobile Home Park	Catalytic Wood Stoves	25	25

Mobile Home Park	Non-Catalytic Wood Stoves	25	25
Mobile Home Park	Pellet Wood Stoves	0	0
Mobile Home Park	Wood Fireplaces	0	0
Mobile Home Park	Gas Fireplaces	0	0
Mobile Home Park	Propane Fireplaces	0	0
Mobile Home Park	Electric Fireplaces	320	320
Mobile Home Park	No Fireplaces	0	0
Mobile Home Park	Conventional Wood Stoves	0	0
Mobile Home Park	Catalytic Wood Stoves	16	16
Mobile Home Park	Non-Catalytic Wood Stoves	16	16
Mobile Home Park	Pellet Wood Stoves	0	0
User Defined Industrial	Wood Fireplaces	0	0
User Defined Industrial	Gas Fireplaces	0	0
User Defined Industrial	Propane Fireplaces	0	0
User Defined Industrial	Electric Fireplaces	0	0
User Defined Industrial	No Fireplaces	0	0
User Defined Industrial	Conventional Wood Stoves	0	0
User Defined Industrial	Catalytic Wood Stoves	0	0
User Defined Industrial	Non-Catalytic Wood Stoves	0	0
User Defined Industrial	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0

Parking Lot	Pellet Wood Stoves	0	0
Other Asphalt Surfaces	Wood Fireplaces	0	0
Other Asphalt Surfaces	Gas Fireplaces	0	0
Other Asphalt Surfaces	Propane Fireplaces	0	0
Other Asphalt Surfaces	Electric Fireplaces	0	0
Other Asphalt Surfaces	No Fireplaces	0	0
Other Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	3,367,231	1,122,410	1,682,501	560,834	141,134

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	2,398,832	247	0.0330	0.0040	7,503,104
Regional Shopping Center	2,956,812	247	0.0330	0.0040	1,342,553
Condo/Townhouse	2,491,908	247	0.0330	0.0040	7,089,230
Strip Mall	1,108,805	247	0.0330	0.0040	503,458
General Office Building	380,325	247	0.0330	0.0040	107,164
Unrefrigerated Warehouse-No Rail	6,706,220	247	0.0330	0.0040	0.00
Single Family Housing	4,875,085	247	0.0330	0.0040	18,564,572
Mobile Home Park	3,419,003	247	0.0330	0.0040	12,878,656
Mobile Home Park	2,188,162	247	0.0330	0.0040	0.00
User Defined Industrial	0.00	247	0.0330	0.0040	0.00
Parking Lot	1,476,736	247	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	247	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	1,729,965	247	0.0330	0.0040	7,031,287
Regional Shopping Center	2,157,410	247	0.0330	0.0040	1,283,694
Condo/Townhouse	1,832,201	247	0.0330	0.0040	6,449,552
Strip Mall	809,030	247	0.0330	0.0040	481,386
General Office Building	285,253	247	0.0330	0.0040	101,672
Unrefrigerated Warehouse-No Rail	5,190,067	247	0.0330	0.0040	0.00
Single Family Housing	3,197,620	247	0.0330	0.0040	16,967,457

Mobile Home Park	2,850,112	247	0.0330	0.0040	11,704,348
Mobile Home Park	1,673,460	247	0.0330	0.0040	0.00
User Defined Industrial	0.00	247	0.0330	0.0040	0.00
Parking Lot	1,181,389	247	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	247	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	3,805,016	4,446,831
Regional Shopping Center	14,814,504	4,446,831
Condo/Townhouse	13,829,084	5,435,016
Strip Mall	5,555,439	52,297,012
General Office Building	1,777,337	52,297,012
Unrefrigerated Warehouse-No Rail	138,287,500	52,297,012
Single Family Housing	21,231,711	183,781,003
Mobile Home Park	20,336,888	8,212,444
Mobile Home Park	13,015,608	8,212,444
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	3,805,016	2,014,106
Regional Shopping Center	14,814,504	4,446,831
Condo/Townhouse	13,829,084	3,002,291

Strip Mall	5,555,439	52,297,012
General Office Building	1,777,337	52,297,012
Unrefrigerated Warehouse-No Rail	138,287,500	52,297,012
Single Family Housing	21,231,711	183,781,003
Mobile Home Park	20,336,888	4,536,536
Mobile Home Park	13,015,608	4,536,536
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	82	0.00
Regional Shopping Center	210	0.00
Condo/Townhouse	251	0.00
Strip Mall	79	0.00
General Office Building	9.3	0.00
Unrefrigerated Warehouse-No Rail	562	0.00
Single Family Housing	478	0.00
Mobile Home Park	370	0.00
Mobile Home Park	237	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	82	0.00
Regional Shopping Center	210	0.00
Condo/Townhouse	251	0.00
Strip Mall	79	0.00
General Office Building	9.3	0.00
Unrefrigerated Warehouse-No Rail	562	0.00
Single Family Housing	478	0.00
Mobile Home Park	370	0.00
Mobile Home Park	237	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

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5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	22	annual days of extreme heat
Extreme Precipitation	0.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.23	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	2	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	2	3	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	2	3	3

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	6	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	1	6	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	6	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0
MH-2: Use Climate-Resilient Design for Infrastructure	Enhanced Pedestrian or Traffic Safety, Improved Public Health, Water Conservation	—	1.00	1.00
MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-28: Transition to Climate-Smart Energy	Enhanced Energy Security	—	3.0	3.0

MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	2.0

6.4.2. Drought

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-1: Install Water Efficient Appliances	Social Equity, Water Conservation	—	—	1.00
D-2: Install Water Reuse Infrastructure	Water Conservation	—	—	1.00
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
D-7: Diversify Water Supply Sources	Improved Public Health, Social Equity	—	—	2.0
MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0

6.4.3. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
WF-2: Install Fire Suppression Systems and Improve Structural Strength	Improved Air Quality, Improved Public Health	—	1.00	—

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	77
AQ-PM	7.3
AQ-DPM	9.4
Drinking Water	67
Lead Risk Housing	32
Pesticides	95
Toxic Releases	3.1
Traffic	6.1
Effect Indicators	—
CleanUp Sites	23
Groundwater	0.00
Haz Waste Facilities/Generators	36
Impaired Water Bodies	98
Solid Waste	83
Sensitive Population	—
Asthma	21
Cardio-vascular	47
Low Birth Weights	54
Socioeconomic Factor Indicators	—
Education	96
Housing	77
Linguistic	99
Poverty	96
Unemployment	94

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.527909663
Employed	8.956756063
Median HI	7.262928269
Education	—
Bachelor's or higher	24.75298345
High school enrollment	22.50737842
Preschool enrollment	7.814705505
Transportation	—
Auto Access	49.51879892
Active commuting	13.6147825
Social	—
2-parent households	34.82612601
Voting	66.44424484
Neighborhood	—
Alcohol availability	91.1587322
Park access	5.389452072
Retail density	5.864237136
Supermarket access	2.399589375
Tree canopy	8.404978827
Housing	—
Homeownership	77.35146927
Housing habitability	8.956756063
Low-inc homeowner severe housing cost burden	12.29308354
Low-inc renter severe housing cost burden	61.6963942

Uncrowded housing	15.89888361
Health Outcomes	—
Insured adults	2.463749519
Arthritis	0.0
Asthma ER Admissions	63.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	81.1
Cognitively Disabled	76.7
Physically Disabled	74.5
Heart Attack ER Admissions	49.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	39.9
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	16.3
Elderly	50.9
English Speaking	2.2
Foreign-born	93.3
Outdoor Workers	0.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	96.0
Traffic Density	2.2
Traffic Access	23.0
Other Indices	—
Hardship	97.8
Other Decision Support	—
2016 Voting	63.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66
Healthy Places Index Score for Project Location (b)	6.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EasternCoachellaValley

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

Measure Title	Co-Benefits Achieved
IC-2: Adopt Design Standards	Improved Air Quality, Social Equity
IC-3: Promotes Accessibility	Enhanced Pedestrian or Traffic Safety, Social Equity

IC-4: Enhanced Open and Green Spaces	Improved Ecosystem Health, Improved Public Health, Social Equity, Water Conservation
IC-7: Equal Access to Building Amenities	Social Equity
IC-8: Enhanced Access to Community Resources	Enhanced Food Security, Social Equity

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	See TRSP AQ/GHG report Table 3-1 CalEEMod Land Use Assumptions. Landscaping acreage from TRSP DEIR Table 2.12-5 Projected Outdoor Irrigation Water Demand. Assumes average RV is 500 SF.
Construction: Construction Phases	Operational/buildout year consistent with Traffic Impact Analysis.
Construction: Off-Road Equipment	Increased equipment list by a factor of 6, except for demo which was untouched.
Construction: Paving	Assumes 12 acres of hardscape for workforce housing. 5 acres of off site water tank location will be permanently disturbed, assumes paved.
Operations: Vehicle Data	Total of 18,939 weekday trips, 21,532 Saturday trips, and 13,995 Sunday Trips and per TIA. Assumes no H-O trips for RV residents (mobile home 320 units) who work on-site.
Operations: Hearths	Assumes wood burning fireplaces are limited to single family estates. Workforce housing and condos will not have wood burning hearths. No wood burning stoves proposed.
Operations: Energy Use	All new development will be built to Title 24 standards. RV park does not use natural gas. Assumes 600 kWh per RV per month. The equestrian stables (unrefrigerated warehouse) do not use natural gas.

Attachment 2: TRSP Phase 1 Buildout (2027)

Thermal Ranch Specific Plan - PA 1 and 4 Only Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Thermal Ranch Specific Plan - PA 1 and 4 Only
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.0
Precipitation (days)	8.8
Location	33.59088711062806, -116.17302750036589
County	Riverside-Salton Sea
City	Unincorporated
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5697
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.35

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Strip Mall	75	1000sqft	1.7	75,000	1,728,542	865,891	—	—

General Office Building	10.0	1000sqft	0.23	10,000	1,728,542	865,891	—	—
Unrefrigerated Warehouse-No Rail	598	1000sqft	182	598,000	1,728,542	865,891	—	—
Mobile Home Park	500	Dwelling Unit	18	158,530	358,063	—	1,615	—
Mobile Home Park	320	Dwelling Unit	23	160,000	358,063	—	1,034	—
Parking Lot	2,496	Space	22	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-6	Use Diesel Particulate Filters
Construction	C-7	Use Oxidation Catalyst
Construction	C-9	Use Dust Suppressants
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-5	Design Water-Efficient Landscapes
Area Sources	AS-1	Use Low-VOC Cleaning Supplies

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	66	28	103	0.07	1.1	16	1.0	4.1	59	23,910
Mit.	65	14	104	0.07	0.14	15	0.14	3.8	59	23,910
% Reduced	1%	52%	-2%	—	88%	2%	87%	7%	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	68	29	79	0.09	1.2	16	1.1	5.1	1.7	23,635
Mit.	67	17	82	0.09	0.17	16	0.17	4.1	1.7	23,769
% Reduced	2%	42%	-4%	-2%	86%	4%	85%	20%	—	-1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	15	17	40	0.05	0.55	7.7	0.51	2.5	11	11,031
Mit.	15	7.2	42	0.05	0.09	7.2	0.09	2.0	11	11,047
% Reduced	1%	59%	-5%	—	83%	6%	81%	17%	—	> -0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.8	3.2	7.4	0.01	0.10	1.4	0.09	0.45	1.8	1,826
Mit.	2.8	1.3	7.7	0.01	0.02	1.3	0.02	0.37	1.8	1,829
% Reduced	1%	59%	-5%	> -0.5%	83%	6%	81%	17%	—	> -0.5%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	No	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	No	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2026	5.3	28	93	0.07	1.1	14	1.0	3.6	57	21,689
2027	66	21	103	0.07	0.45	16	0.42	4.1	59	23,910
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	68	29	79	0.09	1.2	16	1.1	5.1	1.7	23,635
2027	65	22	66	0.07	0.45	16	0.42	4.1	1.5	21,656
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	10	17	40	0.05	0.55	7.7	0.51	2.5	11	11,031
2027	15	4.3	16	0.02	0.09	3.3	0.09	0.84	5.3	4,669
Annual	—	—	—	—	—	—	—	—	—	—
2026	1.9	3.2	7.4	0.01	0.10	1.4	0.09	0.45	1.8	1,826
2027	2.8	0.79	3.0	< 0.005	0.02	0.60	0.02	0.15	0.87	773

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—

2026	4.5	13	95	0.07	0.14	13	0.14	3.3	57	21,689
2027	65	14	104	0.07	0.14	15	0.14	3.8	59	23,910
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	67	17	82	0.09	0.17	16	0.17	4.1	1.7	23,769
2027	65	14	67	0.07	0.14	15	0.14	3.8	1.5	21,656
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	9.4	7.2	42	0.05	0.09	7.2	0.09	2.0	11	11,047
2027	15	2.8	17	0.02	0.03	3.2	0.03	0.79	5.3	4,669
Annual	—	—	—	—	—	—	—	—	—	—
2026	1.7	1.3	7.7	0.01	0.02	1.3	0.02	0.37	1.8	1,829
2027	2.8	0.52	3.0	< 0.005	0.01	0.59	0.01	0.14	0.87	773

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	57	33	328	0.67	1.1	53	1.1	14	177	90,736
Mit.	55	32	328	0.67	1.1	53	1.1	14	177	88,157
% Reduced	3%	1%	< 0.5%	< 0.5%	2%	< 0.5%	2%	< 0.5%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	43	34	170	0.59	1.1	53	1.0	14	7.3	83,375
Mit.	42	34	170	0.59	1.0	53	1.0	14	7.3	80,797
% Reduced	4%	1%	< 0.5%	< 0.5%	2%	< 0.5%	2%	< 0.5%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	45	24	194	0.49	0.67	42	0.65	11	64	68,391

Mit.	43	24	194	0.48	0.65	42	0.62	11	64	65,812
% Reduced	4%	1%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	8.1	4.4	35	0.09	0.12	7.7	0.12	2.0	11	11,323
Mit.	7.9	4.4	35	0.09	0.12	7.7	0.11	2.0	11	10,896
% Reduced	4%	1%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	4%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—
Unmit.	Yes	No	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—
Unmit.	No	No	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	23	24	249	0.61	0.42	52	0.39	13	174	63,534
Area	33	5.4	78	0.03	0.45	0.45	0.44	0.44	—	7,222
Energy	0.20	3.4	1.5	0.02	0.28	0.28	0.28	0.28	—	15,105
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	57	33	328	0.67	1.1	53	1.1	14	177	90,736

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	19	26	167	0.54	0.42	52	0.39	13	4.5	56,420
Area	24	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Energy	0.20	3.4	1.5	0.02	0.28	0.28	0.28	0.28	—	15,105
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	43	34	170	0.59	1.1	53	1.0	14	7.3	83,375
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	16	20	155	0.46	0.34	42	0.32	11	61	47,811
Area	28	0.66	38	< 0.005	0.06	0.06	0.05	0.05	—	600
Energy	0.20	3.4	1.5	0.02	0.28	0.28	0.28	0.28	—	15,105
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	45	24	194	0.49	0.67	42	0.65	11	64	68,391
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	3.7	28	0.08	0.06	7.6	0.06	2.0	10	7,916
Area	5.2	0.12	6.9	< 0.005	0.01	0.01	0.01	0.01	—	99
Energy	0.04	0.62	0.28	< 0.005	0.05	0.05	0.05	0.05	—	2,501
Water	—	—	—	—	—	—	—	—	—	415
Waste	—	—	—	—	—	—	—	—	—	392
Refrig.	—	—	—	—	—	—	—	—	0.46	0.46
Total	8.1	4.4	35	0.09	0.12	7.7	0.12	2.0	11	11,323

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	23	24	249	0.61	0.42	52	0.39	13	174	63,534
Area	31	5.4	78	0.03	0.45	0.45	0.44	0.44	—	7,222
Energy	0.18	3.1	1.4	0.02	0.25	0.25	0.25	0.25	—	12,526
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	55	32	328	0.67	1.1	53	1.1	14	177	88,157
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	19	26	167	0.54	0.42	52	0.39	13	4.5	56,420
Area	23	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Energy	0.18	3.1	1.4	0.02	0.25	0.25	0.25	0.25	—	12,526
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	42	34	170	0.59	1.0	53	1.0	14	7.3	80,797
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	16	20	155	0.46	0.34	42	0.32	11	61	47,811
Area	27	0.66	38	< 0.005	0.06	0.06	0.05	0.05	—	600
Energy	0.18	3.1	1.4	0.02	0.25	0.25	0.25	0.25	—	12,526
Water	—	—	—	—	—	—	—	—	—	2,504
Waste	—	—	—	—	—	—	—	—	—	2,369
Refrig.	—	—	—	—	—	—	—	—	2.8	2.8
Total	43	24	194	0.48	0.65	42	0.62	11	64	65,812
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	3.7	28	0.08	0.06	7.6	0.06	2.0	10	7,916

Area	4.9	0.12	6.9	< 0.005	0.01	0.01	0.01	0.01	—	99
Energy	0.03	0.57	0.25	< 0.005	0.05	0.05	0.05	0.05	—	2,074
Water	—	—	—	—	—	—	—	—	—	415
Waste	—	—	—	—	—	—	—	—	—	392
Refrig.	—	—	—	—	—	—	—	—	0.46	0.46
Total	7.9	4.4	35	0.09	0.12	7.7	0.11	2.0	11	10,896

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.3	21	19	0.03	0.84	0.84	0.78	0.78	—	3,438
Demolition	—	—	—	—	—	1.2	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.7	1.6	< 0.005	0.07	0.07	0.06	0.06	—	283
Demolition	—	—	—	—	—	0.10	—	0.01	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.31	0.29	< 0.005	0.01	0.01	0.01	0.01	—	47
Demolition	—	—	—	—	—	0.02	—	< 0.005	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.7	0.37	0.01	0.03	0.41	0.03	0.13	0.08	1,474
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.00	< 0.005	0.02	17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.10	121
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	2.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.02	20

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	3.8	18	0.03	0.06	0.06	0.06	0.06	—	3,438
Demolition	—	—	—	—	—	1.2	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.31	1.5	< 0.005	0.01	0.01	0.01	0.01	—	283
Demolition	—	—	—	—	—	0.10	—	0.01	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.27	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	47
Demolition	—	—	—	—	—	0.02	—	< 0.005	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.7	0.37	0.01	0.03	0.41	0.03	0.13	0.08	1,474
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.02	0.00	< 0.005	0.02	17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.10	121
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	2.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.02	20

3.3. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.1	29	29	0.05	1.2	1.2	1.1	1.1	—	5,316
Dust From Material Movement	—	—	—	—	—	7.7	—	3.9	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.4	2.4	< 0.005	0.10	0.10	0.09	0.09	—	437
Dust From Material Movement	—	—	—	—	—	0.63	—	0.32	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.44	0.43	< 0.005	0.02	0.02	0.02	0.02	—	72
Dust From Material Movement	—	—	—	—	—	0.11	—	0.06	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	0.88	0.00	0.00	0.23	0.00	0.05	0.02	219
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.00	< 0.005	0.03	19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	3.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.2	28	0.05	0.10	0.10	0.10	0.10	—	5,316
Dust From Material Movement	—	—	—	—	—	7.7	—	3.9	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.18	2.3	< 0.005	0.01	0.01	0.01	0.01	—	437
Dust From Material Movement	—	—	—	—	—	0.63	—	0.32	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.42	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	72
Dust From Material Movement	—	—	—	—	—	0.11	—	0.06	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	0.88	0.00	0.00	0.23	0.00	0.05	0.02	219
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.00	< 0.005	0.03	19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	0.00	< 0.005	< 0.005	3.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.0	27	28	0.06	1.1	1.1	1.0	1.0	—	6,621
Dust From Material Movement	—	—	—	—	—	3.6	—	1.4	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.0	27	28	0.06	1.1	1.1	1.0	1.0	—	6,621
Dust From Material Movement	—	—	—	—	—	3.6	—	1.4	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.4	3.4	0.01	0.14	0.14	0.13	0.13	—	816
Dust From Material Movement	—	—	—	—	—	0.44	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.62	< 0.005	0.03	0.03	0.02	0.02	—	135
Dust From Material Movement	—	—	—	—	—	0.08	—	0.03	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.10	1.8	0.00	0.00	0.26	0.00	0.06	0.93	295
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.62	0.14	< 0.005	0.01	0.16	0.01	0.05	1.2	583

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.10	1.0	0.00	0.00	0.26	0.00	0.06	0.02	251
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.66	0.15	< 0.005	0.01	0.16	0.01	0.05	0.03	582
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.00	0.01	0.05	33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	< 0.005	0.01	0.06	72
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.00	< 0.005	0.01	5.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	12

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	3.8	35	0.06	0.12	0.12	0.12	0.12	—	6,621
Dust From Material Movement	—	—	—	—	—	3.6	—	1.4	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	3.8	35	0.06	0.12	0.12	0.12	0.12	—	6,621

Dust From Material Movement	—	—	—	—	—	3.6	—	1.4	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.46	4.4	0.01	0.02	0.02	0.02	0.02	—	816
Dust From Material Movement	—	—	—	—	—	0.44	—	0.18	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.80	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	135
Dust From Material Movement	—	—	—	—	—	0.08	—	0.03	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.10	1.8	0.00	0.00	0.26	0.00	0.06	0.93	295
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.62	0.14	< 0.005	0.01	0.16	0.01	0.05	1.2	583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.10	1.0	0.00	0.00	0.26	0.00	0.06	0.02	251
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.66	0.15	< 0.005	0.01	0.16	0.01	0.05	0.03	582
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.00	0.01	0.05	33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	< 0.005	0.01	0.06	72
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.00	< 0.005	0.01	5.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	12

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	9.9	13	0.02	0.38	0.38	0.35	0.35	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	9.9	13	0.02	0.38	0.38	0.35	0.35	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.2	5.5	0.01	0.16	0.16	0.15	0.15	—	1,026
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.77	1.0	< 0.005	0.03	0.03	0.03	0.03	—	170
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Worker	3.9	4.2	77	0.00	0.00	11	0.00	2.7	40	12,811
Vendor	0.23	6.4	2.8	0.05	0.09	1.8	0.09	0.56	16	6,473
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.3	4.5	44	0.00	0.00	11	0.00	2.7	1.0	10,886
Vendor	0.21	6.9	2.9	0.05	0.09	1.8	0.09	0.56	0.42	6,463
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.8	23	0.00	0.00	4.8	0.00	1.1	7.4	4,964
Vendor	0.09	2.9	1.2	0.02	0.04	0.76	0.04	0.24	3.0	2,758
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.32	4.2	0.00	0.00	0.88	0.00	0.21	1.2	822
Vendor	0.02	0.52	0.22	< 0.005	0.01	0.14	0.01	0.04	0.49	457
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.4	15	0.02	0.05	0.05	0.05	0.05	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.4	15	0.02	0.05	0.05	0.05	0.05	—	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.0	6.3	0.01	0.02	0.02	0.02	0.02	—	1,026
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.19	1.2	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	170
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.9	4.2	77	0.00	0.00	11	0.00	2.7	40	12,811
Vendor	0.23	6.4	2.8	0.05	0.09	1.8	0.09	0.56	16	6,473
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.3	4.5	44	0.00	0.00	11	0.00	2.7	1.0	10,886
Vendor	0.21	6.9	2.9	0.05	0.09	1.8	0.09	0.56	0.42	6,463
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.8	23	0.00	0.00	4.8	0.00	1.1	7.4	4,964
Vendor	0.09	2.9	1.2	0.02	0.04	0.76	0.04	0.24	3.0	2,758
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.32	4.2	0.00	0.00	0.88	0.00	0.21	1.2	822
Vendor	0.02	0.52	0.22	< 0.005	0.01	0.14	0.01	0.04	0.49	457
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	9.4	13	0.02	0.34	0.34	0.31	0.31	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	9.4	13	0.02	0.34	0.34	0.31	0.31	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	1.9	2.6	< 0.005	0.07	0.07	0.06	0.06	—	490
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.35	0.48	< 0.005	0.01	0.01	0.01	0.01	—	81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.7	3.8	72	0.00	0.00	11	0.00	2.7	36	12,542
Vendor	0.23	6.1	2.7	0.04	0.09	1.8	0.09	0.56	15	6,320
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.1	4.1	41	0.00	0.00	11	0.00	2.7	0.95	10,671

Vendor	0.21	6.5	2.7	0.05	0.09	1.8	0.09	0.56	0.39	6,312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.67	0.76	10	0.00	0.00	2.3	0.00	0.54	3.2	2,322
Vendor	0.05	1.3	0.54	0.01	0.02	0.36	0.02	0.11	1.3	1,285
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.42	0.00	0.10	0.53	384
Vendor	0.01	0.24	0.10	< 0.005	< 0.005	0.07	< 0.005	0.02	0.22	213
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.4	15	0.02	0.05	0.05	0.05	0.05	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.4	15	0.02	0.05	0.05	0.05	0.05	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.49	3.0	< 0.005	0.01	0.01	0.01	0.01	—	490
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.09	0.55	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.7	3.8	72	0.00	0.00	11	0.00	2.7	36	12,542
Vendor	0.23	6.1	2.7	0.04	0.09	1.8	0.09	0.56	15	6,320
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	3.1	4.1	41	0.00	0.00	11	0.00	2.7	0.95	10,671
Vendor	0.21	6.5	2.7	0.05	0.09	1.8	0.09	0.56	0.39	6,312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.67	0.76	10	0.00	0.00	2.3	0.00	0.54	3.2	2,322
Vendor	0.05	1.3	0.54	0.01	0.02	0.36	0.02	0.11	1.3	1,285
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.42	0.00	0.10	0.53	384
Vendor	0.01	0.24	0.10	< 0.005	< 0.005	0.07	< 0.005	0.02	0.22	213
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.1	9.9	0.01	0.32	0.32	0.29	0.29	—	1,516
Paving	1.8	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.86	1.2	< 0.005	0.04	0.04	0.04	0.04	—	183
Paving	0.22	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.22	< 0.005	0.01	0.01	0.01	0.01	—	30
Paving	0.04	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.00	0.01	0.04	24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	0.00	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.6	11	0.01	0.03	0.03	0.03	0.03	—	1,516
Paving	1.8	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	1.3	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	183
Paving	0.22	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	30
Paving	0.04	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.75	0.00	0.00	0.20	0.00	0.05	0.02	188
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.00	0.01	0.04	24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	0.00	< 0.005	0.01	4.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	7.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.3	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.90	8.7	0.00	0.00	2.3	0.00	0.53	0.21	2,177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.3	0.00	0.00	0.27	0.00	0.06	0.42	278
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.24	0.00	0.00	0.05	0.00	0.01	0.07	46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.96	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	134
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.07	0.11	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16
Architectural Coatings	7.2	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.6
Architectural Coatings	1.3	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.90	8.7	0.00	0.00	2.3	0.00	0.53	0.21	2,177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.3	0.00	0.00	0.27	0.00	0.06	0.42	278
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.24	0.00	0.00	0.05	0.00	0.01	0.07	46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.1	< 0.005	0.02	0.02	0.02	0.02	—	134
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.1	< 0.005	0.02	0.02	0.02	0.02	—	134
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.20	0.27	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	32
Architectural Coatings	14	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.3
Architectural Coatings	2.6	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.75	0.75	14	0.00	0.00	2.3	0.00	0.53	7.3	2,508

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.82	8.1	0.00	0.00	2.3	0.00	0.53	0.19	2,134
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.18	2.4	0.00	0.00	0.53	0.00	0.13	0.75	540
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.44	0.00	0.00	0.10	0.00	0.02	0.12	89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.96	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	134
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.55	0.96	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	134
Architectural Coatings	60	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	32
Architectural Coatings	14	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.3
Architectural Coatings	2.6	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.75	0.75	14	0.00	0.00	2.3	0.00	0.53	7.3	2,508
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.82	8.1	0.00	0.00	2.3	0.00	0.53	0.19	2,134
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.18	2.4	0.00	0.00	0.53	0.00	0.13	0.75	540
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.44	0.00	0.00	0.10	0.00	0.02	0.12	89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	12	13	141	0.35	0.24	30	0.22	7.8	100	36,479
General Office Building	0.42	0.47	4.9	0.01	0.01	1.0	0.01	0.27	3.5	1,272
Unrefrigerated Warehouse-No Rail	2.9	3.2	34	0.08	0.06	7.2	0.05	1.9	24	8,771
Mobile Home Park	7.7	6.9	69	0.16	0.11	14	0.11	3.6	46	17,012
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	23	24	249	0.61	0.42	52	0.39	13	174	63,534
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	9.9	15	93	0.31	0.24	30	0.22	7.8	2.6	32,383
General Office Building	0.35	0.51	3.3	0.01	0.01	1.0	0.01	0.27	0.09	1,129

Unrefrigerated Warehouse-No Rail	2.4	3.5	22	0.07	0.06	7.2	0.05	1.9	0.63	7,786
Mobile Home Park	6.2	7.4	48	0.15	0.11	14	0.11	3.6	1.2	15,122
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	19	26	167	0.54	0.42	52	0.39	13	4.5	56,420
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	1.6	2.2	17	0.05	0.04	4.6	0.03	1.2	6.1	4,773
General Office Building	0.05	0.07	0.52	< 0.005	< 0.005	0.14	< 0.005	0.04	0.19	148
Unrefrigerated Warehouse-No Rail	0.32	0.42	3.2	0.01	0.01	0.89	0.01	0.23	1.2	926
Mobile Home Park	0.95	1.0	7.7	0.02	0.02	2.0	0.02	0.51	2.6	2,068
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	3.7	28	0.08	0.06	7.6	0.06	2.0	10	7,916

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	12	13	141	0.35	0.24	30	0.22	7.8	100	36,479
General Office Building	0.42	0.47	4.9	0.01	0.01	1.0	0.01	0.27	3.5	1,272
Unrefrigerated Warehouse-No Rail	2.9	3.2	34	0.08	0.06	7.2	0.05	1.9	24	8,771
Mobile Home Park	7.7	6.9	69	0.16	0.11	14	0.11	3.6	46	17,012
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Total	23	24	249	0.61	0.42	52	0.39	13	174	63,534
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	9.9	15	93	0.31	0.24	30	0.22	7.8	2.6	32,383
General Office Building	0.35	0.51	3.3	0.01	0.01	1.0	0.01	0.27	0.09	1,129
Unrefrigerated Warehouse-No Rail	2.4	3.5	22	0.07	0.06	7.2	0.05	1.9	0.63	7,786
Mobile Home Park	6.2	7.4	48	0.15	0.11	14	0.11	3.6	1.2	15,122
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	19	26	167	0.54	0.42	52	0.39	13	4.5	56,420
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	1.6	2.2	17	0.05	0.04	4.6	0.03	1.2	6.1	4,773
General Office Building	0.05	0.07	0.52	< 0.005	< 0.005	0.14	< 0.005	0.04	0.19	148
Unrefrigerated Warehouse-No Rail	0.32	0.42	3.2	0.01	0.01	0.89	0.01	0.23	1.2	926
Mobile Home Park	0.95	1.0	7.7	0.02	0.02	2.0	0.02	0.51	2.6	2,068
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	3.7	28	0.08	0.06	7.6	0.06	2.0	10	7,916

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Strip Mall	—	—	—	—	—	—	—	—	—	815
General Office Building	—	—	—	—	—	—	—	—	—	279
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	4,927
Mobile Home Park	—	—	—	—	—	—	—	—	—	4,119
Parking Lot	—	—	—	—	—	—	—	—	—	630
Total	—	—	—	—	—	—	—	—	—	10,770
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	815
General Office Building	—	—	—	—	—	—	—	—	—	279
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	4,927
Mobile Home Park	—	—	—	—	—	—	—	—	—	4,119
Parking Lot	—	—	—	—	—	—	—	—	—	630
Total	—	—	—	—	—	—	—	—	—	10,770
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	135
General Office Building	—	—	—	—	—	—	—	—	—	46
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	816
Mobile Home Park	—	—	—	—	—	—	—	—	—	682
Parking Lot	—	—	—	—	—	—	—	—	—	104
Total	—	—	—	—	—	—	—	—	—	1,783

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	602
General Office Building	—	—	—	—	—	—	—	—	—	210
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	3,813
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,323
Parking Lot	—	—	—	—	—	—	—	—	—	630
Total	—	—	—	—	—	—	—	—	—	8,577
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	602
General Office Building	—	—	—	—	—	—	—	—	—	210
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	3,813
Mobile Home Park	—	—	—	—	—	—	—	—	—	3,323
Parking Lot	—	—	—	—	—	—	—	—	—	630
Total	—	—	—	—	—	—	—	—	—	8,577
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	100
General Office Building	—	—	—	—	—	—	—	—	—	35

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	631
Mobile Home Park	—	—	—	—	—	—	—	—	—	550
Parking Lot	—	—	—	—	—	—	—	—	—	104
Total	—	—	—	—	—	—	—	—	—	1,420

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	0.14	0.11	< 0.005	0.01	0.01	0.01	0.01	—	162
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.19	3.3	1.4	0.02	0.26	0.26	0.26	0.26	—	4,139
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.20	3.4	1.5	0.02	0.28	0.28	0.28	0.28	—	4,335
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	0.14	0.11	< 0.005	0.01	0.01	0.01	0.01	—	162
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.19	3.3	1.4	0.02	0.26	0.26	0.26	0.26	—	4,139

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.20	3.4	1.5	0.02	0.28	0.28	0.28	0.28	—	4,335
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	27
General Office Building	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.7
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.03	0.59	0.25	< 0.005	0.05	0.05	0.05	0.05	—	685
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.62	0.28	< 0.005	0.05	0.05	0.05	0.05	—	718

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	0.13	0.11	< 0.005	0.01	0.01	0.01	0.01	—	155
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.17	3.0	1.3	0.02	0.24	0.24	0.24	0.24	—	3,761
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	3.1	1.4	0.02	0.25	0.25	0.25	0.25	—	3,949
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	0.13	0.11	< 0.005	0.01	0.01	0.01	0.01	—	155

General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.17	3.0	1.3	0.02	0.24	0.24	0.24	0.24	—	3,761
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	3.1	1.4	0.02	0.25	0.25	0.25	0.25	—	3,949
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.4
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Mobile Home Park	0.03	0.54	0.23	< 0.005	0.04	0.04	0.04	0.04	—	623
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.57	0.25	< 0.005	0.05	0.05	0.05	0.05	—	654

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.28	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Consumer Products	22	—	—	—	—	—	—	—	—	—

Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Landscape Equipment	9.0	0.69	76	< 0.005	0.07	0.07	0.06	0.06	—	247
Total	33	5.4	78	0.03	0.45	0.45	0.44	0.44	—	7,222
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.28	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Consumer Products	22	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Total	24	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	0.06	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	79
Consumer Products	3.9	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.81	0.06	6.9	< 0.005	0.01	0.01	0.01	0.01	—	20
Total	5.2	0.12	6.9	< 0.005	0.01	0.01	0.01	0.01	—	99

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.28	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Consumer Products	20	—	—	—	—	—	—	—	—	—

Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Landscape Equipment	9.0	0.69	76	< 0.005	0.07	0.07	0.06	0.06	—	247
Total	31	5.4	78	0.03	0.45	0.45	0.44	0.44	—	7,222
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.28	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Consumer Products	20	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.4	—	—	—	—	—	—	—	—	—
Total	23	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	6,974
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	0.06	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	79
Consumer Products	3.6	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.81	0.06	6.9	< 0.005	0.01	0.01	0.01	0.01	—	20
Total	4.9	0.12	6.9	< 0.005	0.01	0.01	0.01	0.01	—	99

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	189

General Office Building	—	—	—	—	—	—	—	—	—	144
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,742
Mobile Home Park	—	—	—	—	—	—	—	—	—	429
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,504
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	189
General Office Building	—	—	—	—	—	—	—	—	—	144
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,742
Mobile Home Park	—	—	—	—	—	—	—	—	—	429
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,504
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	31
General Office Building	—	—	—	—	—	—	—	—	—	24
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	288
Mobile Home Park	—	—	—	—	—	—	—	—	—	71
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	415

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	189
General Office Building	—	—	—	—	—	—	—	—	—	144
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,742
Mobile Home Park	—	—	—	—	—	—	—	—	—	429
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,504
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	189
General Office Building	—	—	—	—	—	—	—	—	—	144
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,742
Mobile Home Park	—	—	—	—	—	—	—	—	—	429
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,504
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	31
General Office Building	—	—	—	—	—	—	—	—	—	24

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	288
Mobile Home Park	—	—	—	—	—	—	—	—	—	71
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	415

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,369
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060

Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,369
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	25
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	175
Mobile Home Park	—	—	—	—	—	—	—	—	—	189
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	392

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,369

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	148
General Office Building	—	—	—	—	—	—	—	—	—	18
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	1,060
Mobile Home Park	—	—	—	—	—	—	—	—	—	1,144
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	2,369
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	25
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	175
Mobile Home Park	—	—	—	—	—	—	—	—	—	189
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	392

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47

General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	2.8	2.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	2.8	2.8
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.08	0.08
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Mobile Home Park	—	—	—	—	—	—	—	—	0.38	0.38
Total	—	—	—	—	—	—	—	—	0.46	0.46

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	2.8	2.8

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.47	0.47
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Mobile Home Park	—	—	—	—	—	—	—	—	2.3	2.3
Total	—	—	—	—	—	—	—	—	2.8	2.8
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	0.08	0.08
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Mobile Home Park	—	—	—	—	—	—	—	—	0.38	0.38
Total	—	—	—	—	—	—	—	—	0.46	0.46

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	2/11/2026	5.0	30	—
Site Preparation	Site Preparation	2/12/2026	3/25/2026	5.0	30	—
Grading	Grading	3/26/2026	5/27/2026	5.0	45	—
Building Construction	Building Construction	5/28/2026	4/14/2027	5.0	230	—
Paving	Paving	10/30/2026	12/30/2026	5.0	44	—
Architectural Coating	Architectural Coating	11/1/2026	5/1/2027	5.0	130	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Demolition	Excavators	Diesel	Average	3.0	8.0	36	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.0	8.0	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.0	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.0	8.0	84	0.37
Grading	Excavators	Diesel	Average	2.0	8.0	36	0.38
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Grading	Scrapers	Diesel	Average	2.0	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	8.0	84	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.0	367	0.29
Building Construction	Forklifts	Diesel	Average	3.0	8.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.0	7.0	84	0.37

Building Construction	Welders	Diesel	Average	1.00	8.0	46	0.45
Paving	Pavers	Diesel	Average	2.0	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	2.0	8.0	89	0.36
Paving	Rollers	Diesel	Average	2.0	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.0	33	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.0	8.0	36	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.0	8.0	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.0	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.0	8.0	84	0.37
Grading	Excavators	Diesel	Tier 4 Final	2.0	8.0	36	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.0	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.0	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.0	8.0	84	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.0	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.0	8.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.0	7.0	84	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.0	46	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.0	8.0	81	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.0	8.0	89	0.36

Paving	Rollers	Diesel	Tier 4 Final	2.0	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	21	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	18	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	8.3	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	869	19	LDA,LDT1,LDT2
Building Construction	Vendor	200	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	174	19	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	21	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	18	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	8.3	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	869	19	LDA,LDT1,LDT2
Building Construction	Vendor	200	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	174	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT

Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	405,023	135,008	1,024,500	341,500	56,454

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	55,000	0.00
Site Preparation	—	—	45	0.00	0.00
Grading	1,760	3,000	500	0.00	0.00
Paving	0.00	0.00	0.00	0.00	34

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Strip Mall	0.00	0%
Paving	General Office Building	0.00	0%
Paving	Unrefrigerated Warehouse-No Rail	0.00	0%
Paving	Mobile Home Park	6.0	80%
Paving	Mobile Home Park	6.0	80%
Paving	Parking Lot	22	95%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	262	0.03	< 0.005
2027	0.00	266	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	2,698	3,109	1,859	962,388	36,434	41,985	25,110	12,997,436
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175
Unrefrigerated Warehouse-No Rail	419	742	747	186,777	5,653	10,015	10,095	2,522,496
Mobile Home Park	970	1,290	970	370,736	7,758	10,317	7,758	2,964,966
Mobile Home Park	621	826	621	237,271	6,829	9,082	6,829	2,609,979
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	2,698	3,109	1,859	962,388	36,434	41,985	25,110	12,997,436
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175
Unrefrigerated Warehouse-No Rail	419	742	747	186,777	5,653	10,015	10,095	2,522,496
Mobile Home Park	970	1,290	970	370,736	7,758	10,317	7,758	2,964,966
Mobile Home Park	621	826	621	237,271	6,829	9,082	6,829	2,609,979
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Strip Mall	Wood Fireplaces	0	0
Strip Mall	Gas Fireplaces	0	0
Strip Mall	Propane Fireplaces	0	0
Strip Mall	Electric Fireplaces	0	0
Strip Mall	No Fireplaces	0	0
Strip Mall	Conventional Wood Stoves	0	0
Strip Mall	Catalytic Wood Stoves	0	0
Strip Mall	Non-Catalytic Wood Stoves	0	0
Strip Mall	Pellet Wood Stoves	0	0
General Office Building	Wood Fireplaces	0	0
General Office Building	Gas Fireplaces	0	0
General Office Building	Propane Fireplaces	0	0
General Office Building	Electric Fireplaces	0	0

General Office Building	No Fireplaces	0	0
General Office Building	Conventional Wood Stoves	0	0
General Office Building	Catalytic Wood Stoves	0	0
General Office Building	Non-Catalytic Wood Stoves	0	0
General Office Building	Pellet Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Wood Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Gas Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Propane Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Electric Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	No Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Conventional Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Non-Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Pellet Wood Stoves	0	0
Mobile Home Park	Wood Fireplaces	0	0
Mobile Home Park	Gas Fireplaces	425	425
Mobile Home Park	Propane Fireplaces	0	0
Mobile Home Park	Electric Fireplaces	25	25
Mobile Home Park	No Fireplaces	50	50
Mobile Home Park	Conventional Wood Stoves	0	0
Mobile Home Park	Catalytic Wood Stoves	25	25
Mobile Home Park	Non-Catalytic Wood Stoves	25	25
Mobile Home Park	Pellet Wood Stoves	0	0
Mobile Home Park	Wood Fireplaces	0	0
Mobile Home Park	Gas Fireplaces	0	0
Mobile Home Park	Propane Fireplaces	0	0
Mobile Home Park	Electric Fireplaces	320	320
Mobile Home Park	No Fireplaces	0	0

Mobile Home Park	Conventional Wood Stoves	0	0
Mobile Home Park	Catalytic Wood Stoves	16	16
Mobile Home Park	Non-Catalytic Wood Stoves	16	16
Mobile Home Park	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	645,023	215,008	1,024,500	341,500	58,712

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	1,108,805	266	0.0330	0.0040	503,458
General Office Building	380,325	266	0.0330	0.0040	107,164
Unrefrigerated Warehouse-No Rail	6,706,220	266	0.0330	0.0040	0.00
Mobile Home Park	3,419,003	266	0.0330	0.0040	12,878,656
Mobile Home Park	2,188,162	266	0.0330	0.0040	0.00
Parking Lot	857,194	266	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	819,049	266	0.0330	0.0040	481,386
General Office Building	285,512	266	0.0330	0.0040	101,672
Unrefrigerated Warehouse-No Rail	5,190,067	266	0.0330	0.0040	0.00
Mobile Home Park	2,850,112	266	0.0330	0.0040	11,704,348
Mobile Home Park	1,673,460	266	0.0330	0.0040	0.00
Parking Lot	857,194	266	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	5,555,439	52,297,012
General Office Building	1,777,337	52,297,012
Unrefrigerated Warehouse-No Rail	138,287,500	52,297,012
Mobile Home Park	20,336,888	8,212,444
Mobile Home Park	13,015,608	8,212,444
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	5,555,439	52,297,012
General Office Building	1,777,337	52,297,012
Unrefrigerated Warehouse-No Rail	138,287,500	52,297,012
Mobile Home Park	20,336,888	8,212,444
Mobile Home Park	13,015,608	8,212,444
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	79	0.00
General Office Building	9.3	0.00
Unrefrigerated Warehouse-No Rail	562	0.00
Mobile Home Park	370	0.00
Mobile Home Park	237	0.00
Parking Lot	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	79	0.00
General Office Building	9.3	0.00
Unrefrigerated Warehouse-No Rail	562	0.00
Mobile Home Park	370	0.00
Mobile Home Park	237	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

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5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22	annual days of extreme heat
Extreme Precipitation	0.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.23	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	2	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	2	3	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	2	3	3

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	6	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	1	6	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	6	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0
MH-2: Use Climate-Resilient Design for Infrastructure	Enhanced Pedestrian or Traffic Safety, Improved Public Health, Water Conservation	—	1.00	1.00
MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-28: Transition to Climate-Smart Energy	Enhanced Energy Security	—	3.0	3.0
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	2.0

6.4.2. Drought

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-1: Install Water Efficient Appliances	Social Equity, Water Conservation	—	—	1.00
D-2: Install Water Reuse Infrastructure	Water Conservation	—	—	1.00
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
D-7: Diversify Water Supply Sources	Improved Public Health, Social Equity	—	—	2.0

MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0

6.4.3. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
WF-2: Install Fire Suppression Systems and Improve Structural Strength	Improved Air Quality, Improved Public Health	—	1.00	—

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	77
AQ-PM	7.3
AQ-DPM	9.4
Drinking Water	67
Lead Risk Housing	32
Pesticides	95
Toxic Releases	3.1
Traffic	6.1

Effect Indicators	—
CleanUp Sites	23
Groundwater	0.00
Haz Waste Facilities/Generators	36
Impaired Water Bodies	98
Solid Waste	83
Sensitive Population	—
Asthma	21
Cardio-vascular	47
Low Birth Weights	54
Socioeconomic Factor Indicators	—
Education	96
Housing	77
Linguistic	99
Poverty	96
Unemployment	94

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.527909663
Employed	8.956756063
Median HI	7.262928269
Education	—
Bachelor's or higher	24.75298345
High school enrollment	22.50737842
Preschool enrollment	7.814705505

Transportation	—
Auto Access	49.51879892
Active commuting	13.6147825
Social	—
2-parent households	34.82612601
Voting	66.44424484
Neighborhood	—
Alcohol availability	91.1587322
Park access	5.389452072
Retail density	5.864237136
Supermarket access	2.399589375
Tree canopy	8.404978827
Housing	—
Homeownership	77.35146927
Housing habitability	8.956756063
Low-inc homeowner severe housing cost burden	12.29308354
Low-inc renter severe housing cost burden	61.6963942
Uncrowded housing	15.89888361
Health Outcomes	—
Insured adults	2.463749519
Arthritis	0.0
Asthma ER Admissions	63.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0

Life Expectancy at Birth	81.1
Cognitively Disabled	76.7
Physically Disabled	74.5
Heart Attack ER Admissions	49.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	39.9
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	16.3
Elderly	50.9
English Speaking	2.2
Foreign-born	93.3
Outdoor Workers	0.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	96.0
Traffic Density	2.2
Traffic Access	23.0
Other Indices	—
Hardship	97.8

Other Decision Support	—
2016 Voting	63.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66
Healthy Places Index Score for Project Location (b)	6.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EasternCoachellaValley

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

Measure Title	Co-Benefits Achieved
IC-2: Adopt Design Standards	Improved Air Quality, Social Equity
IC-3: Promotes Accessibility	Enhanced Pedestrian or Traffic Safety, Social Equity
IC-4: Enhanced Open and Green Spaces	Improved Ecosystem Health, Improved Public Health, Social Equity, Water Conservation
IC-7: Equal Access to Building Amenities	Social Equity
IC-8: Enhanced Access to Community Resources	Enhanced Food Security, Social Equity

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Buildout of PA 1 and 4 only. Assumes average RV is 500 SF. Parking spaces derived from parking analysis for equestrian center
Construction: Construction Phases	Assumes a 1.5 year buildout.
Construction: Dust From Material Movement	Assumes 40% of grading calcs used from original project run, consistent with the percentage of PA 1 and 4 to the entire Project.
Construction: Architectural Coatings	No arch coating for 320 RV spaces.
Construction: Paving	Assumes 12 acres of hardscape for workforce housing.
Operations: Vehicle Data	Same trip rate assumptions used for Proposed Project. Assumes no H-O trips for RV residents (mobile home 320 units) who work on-site.
Operations: Hearths	Assumes wood burning fireplaces are limited to single family estates. Workforce housing and condos will not have wood burning hearths. No wood burning stoves proposed.
Operations: Energy Use	All new development will be built to Title 24 standards. RV park does not use natural gas. Assumes 600 kWh per RV per month. The equestrian stables (unrefrigerated warehouse) do not use natural gas.

Attachment 3: TRSP Phase 2 Buildout (2032)

Thermal Ranch Specific Plan - Phase II PA 2, 3, 5, 6 6x equip Detailed Report

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7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Thermal Ranch Specific Plan - Phase II PA 2, 3, 5, 6 6x equip
Construction Start Date	5/1/2027
Operational Year	2032
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.0
Precipitation (days)	8.8
Location	33.59088711062806, -116.17302750036589
County	Riverside-Salton Sea
City	Unincorporated
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5697
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.35

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Hotel	150	Room	8.1	217,800	236,967	—	—	—

Regional Shopping Center	200	1000sqft	26	200,000	236,967	—	—	—
Condo/Townhouse	340	Dwelling Unit	42	326,400	236,967	—	1,098	—
General Office Building	10.0	1000sqft	0.23	10,000	1,728,542	865,891	—	—
Single Family Housing	522	Dwelling Unit	264	1,017,900	8,012,862	—	1,686	—
User Defined Industrial	1.00	User Defined Unit	14	20,867	0.00	—	—	—
Parking Lot	1,806	Space	16	0.00	0.00	—	—	—
Other Asphalt Surfaces	15	Acre	15	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-5	Use Advanced Engine Tiers
Construction	C-6	Use Diesel Particulate Filters
Construction	C-7	Use Oxidation Catalyst
Construction	C-9	Use Dust Suppressants
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

Water	W-5	Design Water-Efficient Landscapes
Area Sources	AS-1	Use Low-VOC Cleaning Supplies

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	24	168	196	0.37	7.0	54	6.5	30	39	41,841
Mit.	17	39	222	0.37	0.75	48	0.75	25	39	41,841
% Reduced	29%	77%	-13%	—	89%	12%	88%	19%	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	23	154	174	0.37	6.3	29	5.8	15	1.0	41,582
Mit.	17	39	218	0.37	0.75	24	0.75	9.7	1.0	41,582
% Reduced	29%	74%	-25%	—	88%	19%	87%	34%	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	17	69	129	0.19	2.6	14	2.3	7.0	11	27,831
Mit.	12	28	140	0.19	0.39	12	0.39	5.0	11	27,831
% Reduced	29%	60%	-8%	—	85%	16%	84%	29%	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.0	13	24	0.04	0.47	2.5	0.43	1.3	1.9	4,608
Mit.	2.2	5.1	26	0.04	0.07	2.1	0.07	0.91	1.9	4,608
% Reduced	29%	60%	-8%	—	85%	16%	84%	29%	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—

Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	Yes	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	75	100	550	150	—	150	—	55	—	—
Unmit.	No	No	No	No	—	No	—	No	—	—
Mit.	No	No	No	No	—	No	—	No	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2027	19	168	178	0.37	7.0	54	6.5	30	5.8	41,841
2028	21	66	142	0.19	2.0	13	1.8	4.4	39	30,562
2029	20	63	138	0.19	1.8	13	1.7	4.3	35	30,234
2030	20	62	134	0.19	1.7	13	1.6	4.2	31	29,927
2031	24	97	196	0.27	2.8	15	2.6	5.5	31	39,936
2032	23	94	192	0.27	2.7	15	2.5	5.3	27	39,539
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2027	18	154	169	0.37	6.3	29	5.8	15	0.98	41,582
2028	20	67	118	0.19	2.0	13	1.8	4.4	1.0	29,041
2029	20	64	116	0.19	1.8	13	1.7	4.3	0.91	28,747
2030	19	62	113	0.19	1.7	13	1.6	4.2	0.82	28,471
2031	23	97	174	0.27	2.8	15	2.6	5.5	0.80	38,331
2032	23	95	171	0.27	2.7	15	2.5	5.3	0.71	38,060
Average Daily	—	—	—	—	—	—	—	—	—	—

2027	7.6	64	75	0.15	2.6	14	2.3	7.0	2.8	17,552
2028	10	46	85	0.13	1.4	8.5	1.3	3.0	11	20,393
2029	14	45	88	0.13	1.3	9.0	1.2	3.0	11	20,951
2030	14	44	86	0.13	1.2	8.9	1.1	3.0	9.7	20,746
2031	17	69	129	0.19	2.0	11	1.9	3.9	9.5	27,831
2032	16	62	118	0.18	1.8	9.7	1.6	3.5	7.8	25,562
Annual	—	—	—	—	—	—	—	—	—	—
2027	1.4	12	14	0.03	0.47	2.5	0.43	1.3	0.47	2,906
2028	1.9	8.3	16	0.02	0.25	1.6	0.23	0.55	1.9	3,376
2029	2.6	8.3	16	0.02	0.24	1.6	0.22	0.55	1.8	3,469
2030	2.5	8.1	16	0.02	0.22	1.6	0.20	0.54	1.6	3,435
2031	3.0	13	24	0.04	0.37	1.9	0.34	0.71	1.6	4,608
2032	2.9	11	22	0.03	0.32	1.8	0.29	0.64	1.3	4,232

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2027	4.4	27	222	0.37	0.75	48	0.75	25	5.8	41,841
2028	16	28	152	0.19	0.38	11	0.37	3.0	39	30,562
2029	16	28	148	0.19	0.38	11	0.37	3.0	35	30,234
2030	16	27	145	0.19	0.37	11	0.37	3.0	31	29,927
2031	17	39	211	0.27	0.54	13	0.54	3.4	31	39,936
2032	17	39	208	0.27	0.54	13	0.54	3.4	27	39,539
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2027	4.3	28	218	0.37	0.75	24	0.75	9.7	0.98	41,582
2028	16	29	128	0.19	0.38	11	0.37	3.0	1.0	29,041

2029	15	29	126	0.19	0.38	11	0.37	3.0	0.91	28,747
2030	15	28	124	0.19	0.37	11	0.37	3.0	0.82	28,471
2031	17	39	189	0.27	0.54	13	0.54	3.4	0.80	38,331
2032	16	39	187	0.27	0.54	13	0.54	3.4	0.71	38,060
Average Daily	—	—	—	—	—	—	—	—	—	—
2027	2.0	12	90	0.15	0.30	12	0.30	5.0	2.8	17,552
2028	7.2	19	93	0.13	0.26	7.4	0.26	2.0	11	20,393
2029	11	20	95	0.13	0.27	8.0	0.27	2.1	11	20,951
2030	11	20	93	0.13	0.27	8.0	0.27	2.1	9.7	20,746
2031	12	28	140	0.19	0.39	8.9	0.39	2.4	9.5	27,831
2032	11	26	128	0.18	0.36	8.3	0.36	2.3	7.8	25,562
Annual	—	—	—	—	—	—	—	—	—	—
2027	0.36	2.2	16	0.03	0.05	2.1	0.05	0.91	0.47	2,906
2028	1.3	3.5	17	0.02	0.05	1.4	0.05	0.36	1.9	3,376
2029	2.1	3.7	17	0.02	0.05	1.5	0.05	0.39	1.8	3,469
2030	2.0	3.6	17	0.02	0.05	1.5	0.05	0.39	1.6	3,435
2031	2.2	5.1	26	0.04	0.07	1.6	0.07	0.44	1.6	4,608
2032	2.1	4.7	23	0.03	0.07	1.5	0.07	0.41	1.3	4,232

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	95	56	479	1.2	2.0	97	2.0	26	522	142,556
Mit.	92	56	479	1.1	2.0	97	1.9	26	522	138,964
% Reduced	3%	1%	< 0.5%	< 0.5%	3%	< 0.5%	3%	< 0.5%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Unmit.	80	59	290	1.0	2.0	97	1.9	26	356	130,505
Mit.	77	58	289	1.0	1.9	97	1.9	26	356	126,913
% Reduced	4%	1%	< 0.5%	< 0.5%	3%	< 0.5%	3%	< 0.5%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	80	45	313	0.90	1.3	83	1.3	22	414	111,723
Mit.	77	44	312	0.89	1.3	83	1.2	22	414	108,131
% Reduced	4%	2%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	15	8.2	57	0.16	0.24	15	0.24	4.0	69	18,497
Mit.	14	8.1	57	0.16	0.23	15	0.23	4.0	69	17,902
% Reduced	4%	2%	< 0.5%	< 0.5%	4%	< 0.5%	4%	< 0.5%	—	3%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—
Unmit.	Yes	Yes	No	No	—	No	—	No	—	—
Mit.	Yes	Yes	No	No	—	No	—	No	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	55	55	550	150	—	150	—	55	—	—
Unmit.	Yes	No	No	No	—	No	—	No	—	—
Mit.	Yes	No	No	No	—	No	—	No	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	44	39	403	1.0	0.64	96	0.60	25	171	108,463

Area	50	8.3	72	0.05	0.68	0.68	0.67	0.67	—	10,150
Energy	0.51	8.9	4.8	0.06	0.71	0.71	0.71	0.71	—	20,466
Water	—	—	—	—	—	—	—	—	—	1,183
Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	95	56	479	1.2	2.0	97	2.0	26	522	142,556
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	37	42	282	0.93	0.64	96	0.61	25	4.4	96,623
Area	42	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Energy	0.51	8.9	4.8	0.06	0.71	0.71	0.71	0.71	—	20,466
Water	—	—	—	—	—	—	—	—	—	1,183
Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	80	59	290	1.0	2.0	97	1.9	26	356	130,505
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	34	35	274	0.84	0.55	82	0.52	21	63	86,994
Area	46	0.83	34	< 0.005	0.07	0.07	0.06	0.06	—	785
Energy	0.51	8.9	4.8	0.06	0.71	0.71	0.71	0.71	—	20,466
Water	—	—	—	—	—	—	—	—	—	1,183
Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	80	45	313	0.90	1.3	83	1.3	22	414	111,723
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	6.2	6.4	50	0.15	0.10	15	0.09	3.9	10	14,403
Area	8.3	0.15	6.2	< 0.005	0.01	0.01	0.01	0.01	—	130
Energy	0.09	1.6	0.87	0.01	0.13	0.13	0.13	0.13	—	3,388
Water	—	—	—	—	—	—	—	—	—	196
Waste	—	—	—	—	—	—	—	—	—	322

Refrig.	—	—	—	—	—	—	—	—	58	58
Total	15	8.2	57	0.16	0.24	15	0.24	4.0	69	18,497

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	44	39	403	1.0	0.64	96	0.60	25	171	108,463
Area	47	8.3	72	0.05	0.68	0.68	0.67	0.67	—	10,150
Energy	0.47	8.2	4.4	0.05	0.65	0.65	0.65	0.65	—	16,874
Water	—	—	—	—	—	—	—	—	—	1,183
Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	92	56	479	1.1	2.0	97	1.9	26	522	138,964
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	37	42	282	0.93	0.64	96	0.61	25	4.4	96,623
Area	40	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Energy	0.47	8.2	4.4	0.05	0.65	0.65	0.65	0.65	—	16,874
Water	—	—	—	—	—	—	—	—	—	1,183
Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	77	58	289	1.0	1.9	97	1.9	26	356	126,913
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	34	35	274	0.84	0.55	82	0.52	21	63	86,994
Area	43	0.83	34	< 0.005	0.07	0.07	0.06	0.06	—	785
Energy	0.47	8.2	4.4	0.05	0.65	0.65	0.65	0.65	—	16,874
Water	—	—	—	—	—	—	—	—	—	1,183

Waste	—	—	—	—	—	—	—	—	—	1,943
Refrig.	—	—	—	—	—	—	—	—	351	351
Total	77	44	312	0.89	1.3	83	1.2	22	414	108,131
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	6.2	6.4	50	0.15	0.10	15	0.09	3.9	10	14,403
Area	7.8	0.15	6.2	< 0.005	0.01	0.01	0.01	0.01	—	130
Energy	0.09	1.5	0.81	0.01	0.12	0.12	0.12	0.12	—	2,794
Water	—	—	—	—	—	—	—	—	—	196
Waste	—	—	—	—	—	—	—	—	—	322
Refrig.	—	—	—	—	—	—	—	—	58	58
Total	14	8.1	57	0.16	0.23	15	0.23	4.0	69	17,902

3. Construction Emissions Details

3.1. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	168	170	0.29	7.0	7.0	6.5	6.5	—	31,896
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.5	14	14	0.02	0.58	0.58	0.53	0.53	—	2,622
Dust From Material Movement	—	—	—	—	—	3.8	—	1.9	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	2.5	2.5	< 0.005	0.11	0.11	0.10	0.10	—	434
Dust From Material Movement	—	—	—	—	—	0.69	—	0.35	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.45	8.7	0.00	0.00	1.4	0.00	0.32	4.4	1,516
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.51	0.00	0.00	0.11	0.00	0.03	0.16	113
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.00	< 0.005	0.03	19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.0	16	170	0.29	0.60	0.60	0.60	0.60	—	31,896
Dust From Material Movement	—	—	—	—	—	46	—	24	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	1.3	14	0.02	0.05	0.05	0.05	0.05	—	2,622
Dust From Material Movement	—	—	—	—	—	3.8	—	1.9	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.23	2.5	< 0.005	0.01	0.01	0.01	0.01	—	434
Dust From Material Movement	—	—	—	—	—	0.69	—	0.35	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.45	8.7	0.00	0.00	1.4	0.00	0.32	4.4	1,516
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.51	0.00	0.00	0.11	0.00	0.03	0.16	113
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.00	< 0.005	0.03	19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	153	164	0.37	6.3	6.3	5.8	5.8	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	18	153	164	0.37	6.3	6.3	5.8	5.8	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.8	42	45	0.10	1.7	1.7	1.6	1.6	—	10,883
Dust From Material Movement	—	—	—	—	—	5.9	—	2.3	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	7.7	8.2	0.02	0.31	0.31	0.29	0.29	—	1,802
Dust From Material Movement	—	—	—	—	—	1.1	—	0.43	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.52	9.9	0.00	0.00	1.6	0.00	0.37	5.0	1,732
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.41	0.10	< 0.005	0.01	0.11	0.01	0.04	0.72	384
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.57	5.6	0.00	0.00	1.6	0.00	0.37	0.13	1,474
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.43	0.10	< 0.005	0.01	0.11	0.01	0.04	0.02	384
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.43	0.00	0.10	0.60	432
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.09	105
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.35	0.00	0.00	0.08	0.00	0.02	0.10	71

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.01	17

3.4. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	27	212	0.37	0.74	0.74	0.74	0.74	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	27	212	0.37	0.74	0.74	0.74	0.74	—	39,724
Dust From Material Movement	—	—	—	—	—	22	—	8.6	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	7.3	58	0.10	0.20	0.20	0.20	0.20	—	10,883
Dust From Material Movement	—	—	—	—	—	5.9	—	2.3	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.19	1.3	11	0.02	0.04	0.04	0.04	0.04	—	1,802
Dust From Material Movement	—	—	—	—	—	1.1	—	0.43	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.52	9.9	0.00	0.00	1.6	0.00	0.37	5.0	1,732
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.41	0.10	< 0.005	0.01	0.11	0.01	0.04	0.72	384
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.57	5.6	0.00	0.00	1.6	0.00	0.37	0.13	1,474
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.43	0.10	< 0.005	0.01	0.11	0.01	0.04	0.02	384
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.9	0.00	0.00	0.43	0.00	0.10	0.60	432
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.03	< 0.005	< 0.005	0.03	< 0.005	0.01	0.09	105
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.35	0.00	0.00	0.08	0.00	0.02	0.10	71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	0.01	17

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.2	56	78	0.14	2.0	2.0	1.9	1.9	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	6.9	9.6	0.02	0.25	0.25	0.23	0.23	—	1,779
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.3	1.7	< 0.005	0.05	0.05	0.04	0.04	—	295
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.1	2.8	28	0.00	0.00	7.8	0.00	1.8	0.65	7,372
Vendor	0.17	5.4	2.3	0.04	0.07	1.5	0.07	0.47	0.32	5,239
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.32	4.3	0.00	0.00	0.96	0.00	0.23	1.3	972
Vendor	0.02	0.65	0.27	0.01	0.01	0.18	0.01	0.06	0.66	646
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.79	0.00	0.00	0.18	0.00	0.04	0.22	161
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	< 0.005	0.01	0.11	107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,432
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.1	11	0.02	0.04	0.04	0.04	0.04	—	1,779
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.38	2.0	< 0.005	0.01	0.01	0.01	0.01	—	295
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.1	2.8	28	0.00	0.00	7.8	0.00	1.8	0.65	7,372
Vendor	0.17	5.4	2.3	0.04	0.07	1.5	0.07	0.47	0.32	5,239
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.32	4.3	0.00	0.00	0.96	0.00	0.23	1.3	972
Vendor	0.02	0.65	0.27	0.01	0.01	0.18	0.01	0.06	0.66	646

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.79	0.00	0.00	0.18	0.00	0.04	0.22	161
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	< 0.005	0.01	0.11	107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.9	54	78	0.14	1.8	1.8	1.7	1.7	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.9	54	78	0.14	1.8	1.8	1.7	1.7	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.3	38	56	0.10	1.3	1.3	1.2	1.2	—	10,338
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	7.0	10	0.02	0.24	0.24	0.22	0.22	—	1,712
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Worker	2.5	2.3	46	0.00	0.00	7.8	0.00	1.8	23	8,500
Vendor	0.15	4.8	2.1	0.04	0.07	1.5	0.07	0.47	12	5,124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.1	2.6	26	0.00	0.00	7.8	0.00	1.8	0.59	7,237
Vendor	0.14	5.2	2.2	0.04	0.07	1.5	0.07	0.47	0.30	5,119
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.6	1.7	23	0.00	0.00	5.6	0.00	1.3	7.0	5,540
Vendor	0.10	3.6	1.5	0.03	0.05	1.1	0.05	0.33	3.6	3,668
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.30	4.3	0.00	0.00	1.0	0.00	0.24	1.2	917
Vendor	0.02	0.66	0.28	< 0.005	0.01	0.19	0.01	0.06	0.59	607
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,434
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,434

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	12	64	0.10	0.21	0.21	0.20	0.20	—	10,338
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.2	12	0.02	0.04	0.04	0.04	0.04	—	1,712
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.5	2.3	46	0.00	0.00	7.8	0.00	1.8	23	8,500
Vendor	0.15	4.8	2.1	0.04	0.07	1.5	0.07	0.47	12	5,124
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.1	2.6	26	0.00	0.00	7.8	0.00	1.8	0.59	7,237
Vendor	0.14	5.2	2.2	0.04	0.07	1.5	0.07	0.47	0.30	5,119
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.6	1.7	23	0.00	0.00	5.6	0.00	1.3	7.0	5,540
Vendor	0.10	3.6	1.5	0.03	0.05	1.1	0.05	0.33	3.6	3,668
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.30	4.3	0.00	0.00	1.0	0.00	0.24	1.2	917
Vendor	0.02	0.66	0.28	< 0.005	0.01	0.19	0.01	0.06	0.59	607
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.8	51	77	0.14	1.7	1.7	1.5	1.5	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.8	51	77	0.14	1.7	1.7	1.5	1.5	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.1	37	55	0.10	1.2	1.2	1.1	1.1	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.7	10	0.02	0.22	0.22	0.20	0.20	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.3	2.1	43	0.00	0.00	7.8	0.00	1.8	20	8,347
Vendor	0.15	4.7	2.0	0.04	0.07	1.5	0.07	0.47	11	4,984
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.7	2.3	25	0.00	0.00	7.8	0.00	1.8	0.53	7,111

Vendor	0.14	5.0	2.1	0.04	0.07	1.5	0.07	0.47	0.27	4,980
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.5	22	0.00	0.00	5.6	0.00	1.3	6.3	5,427
Vendor	0.10	3.5	1.5	0.03	0.05	1.1	0.05	0.33	3.3	3,557
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.27	4.0	0.00	0.00	1.0	0.00	0.24	1.0	899
Vendor	0.02	0.63	0.26	< 0.005	0.01	0.19	0.01	0.06	0.54	589
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	12	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.26	2.2	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.3	2.1	43	0.00	0.00	7.8	0.00	1.8	20	8,347
Vendor	0.15	4.7	2.0	0.04	0.07	1.5	0.07	0.47	11	4,984
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.7	2.3	25	0.00	0.00	7.8	0.00	1.8	0.53	7,111
Vendor	0.14	5.0	2.1	0.04	0.07	1.5	0.07	0.47	0.27	4,980
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.5	22	0.00	0.00	5.6	0.00	1.3	6.3	5,427
Vendor	0.10	3.5	1.5	0.03	0.05	1.1	0.05	0.33	3.3	3,557
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.27	4.0	0.00	0.00	1.0	0.00	0.24	1.0	899
Vendor	0.02	0.63	0.26	< 0.005	0.01	0.19	0.01	0.06	0.54	589
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	5.6	50	77	0.14	1.6	1.6	1.4	1.4	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.6	50	77	0.14	1.6	1.6	1.4	1.4	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.0	36	55	0.10	1.1	1.1	1.0	1.0	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.6	10	0.02	0.20	0.20	0.19	0.19	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.0	1.8	40	0.00	0.00	7.8	0.00	1.8	18	8,204
Vendor	0.15	4.5	2.0	0.04	0.07	1.5	0.07	0.47	9.7	4,848
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.7	2.1	23	0.00	0.00	7.8	0.00	1.8	0.47	6,994
Vendor	0.13	4.8	2.0	0.04	0.07	1.5	0.07	0.47	0.25	4,844
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.5	20	0.00	0.00	5.6	0.00	1.3	5.6	5,337
Vendor	0.10	3.4	1.4	0.03	0.05	1.1	0.05	0.33	3.0	3,461
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.26	3.7	0.00	0.00	1.0	0.00	0.24	0.93	884
Vendor	0.02	0.61	0.25	< 0.005	0.01	0.19	0.01	0.06	0.49	573
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	12	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.2	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	2.0	1.8	40	0.00	0.00	7.8	0.00	1.8	18	8,204

Vendor	0.15	4.5	2.0	0.04	0.07	1.5	0.07	0.47	9.7	4,848
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.7	2.1	23	0.00	0.00	7.8	0.00	1.8	0.47	6,994
Vendor	0.13	4.8	2.0	0.04	0.07	1.5	0.07	0.47	0.25	4,844
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.5	20	0.00	0.00	5.6	0.00	1.3	5.6	5,337
Vendor	0.10	3.4	1.4	0.03	0.05	1.1	0.05	0.33	3.0	3,461
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.26	3.7	0.00	0.00	1.0	0.00	0.24	0.93	884
Vendor	0.02	0.61	0.25	< 0.005	0.01	0.19	0.01	0.06	0.49	573
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.5	49	77	0.14	1.5	1.5	1.3	1.3	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.5	49	77	0.14	1.5	1.5	1.3	1.3	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.9	35	55	0.10	1.0	1.0	0.96	0.96	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	6.3	10	0.02	0.19	0.19	0.18	0.18	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.9	1.8	38	0.00	0.00	7.8	0.00	1.8	16	8,073
Vendor	0.15	4.3	1.9	0.04	0.07	1.5	0.07	0.47	8.8	4,709
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.6	1.8	21	0.00	0.00	7.8	0.00	1.8	0.42	6,886
Vendor	0.13	4.7	1.9	0.04	0.07	1.5	0.07	0.47	0.23	4,706
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.3	19	0.00	0.00	5.6	0.00	1.3	5.0	5,253
Vendor	0.10	3.3	1.4	0.03	0.05	1.1	0.05	0.33	2.7	3,362
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.23	3.5	0.00	0.00	1.0	0.00	0.24	0.83	870
Vendor	0.02	0.60	0.25	< 0.005	0.01	0.19	0.01	0.06	0.45	557
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	12	64	0.10	0.20	0.20	0.20	0.20	—	10,307
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.2	12	0.02	0.04	0.04	0.04	0.04	—	1,707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.9	1.8	38	0.00	0.00	7.8	0.00	1.8	16	8,073
Vendor	0.15	4.3	1.9	0.04	0.07	1.5	0.07	0.47	8.8	4,709
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.6	1.8	21	0.00	0.00	7.8	0.00	1.8	0.42	6,886
Vendor	0.13	4.7	1.9	0.04	0.07	1.5	0.07	0.47	0.23	4,706

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.2	1.3	19	0.00	0.00	5.6	0.00	1.3	5.0	5,253
Vendor	0.10	3.3	1.4	0.03	0.05	1.1	0.05	0.33	2.7	3,362
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.23	3.5	0.00	0.00	1.0	0.00	0.24	0.83	870
Vendor	0.02	0.60	0.25	< 0.005	0.01	0.19	0.01	0.06	0.45	557
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.4	47	77	0.14	1.3	1.3	1.2	1.2	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.4	47	77	0.14	1.3	1.3	1.2	1.2	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.5	31	50	0.09	0.88	0.88	0.81	0.81	—	9,488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.64	5.7	9.2	0.02	0.16	0.16	0.15	0.15	—	1,571
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.8	1.5	36	0.00	0.00	7.8	0.00	1.8	14	7,886
Vendor	0.15	4.2	1.8	0.04	0.07	1.5	0.07	0.47	7.9	4,564
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.8	20	0.00	0.00	7.8	0.00	1.8	0.37	6,792
Vendor	0.13	4.5	1.9	0.04	0.07	1.5	0.07	0.47	0.21	4,562
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.0	1.00	17	0.00	0.00	5.1	0.00	1.2	4.1	4,769
Vendor	0.09	2.9	1.2	0.02	0.05	0.98	0.05	0.31	2.3	3,000
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	3.0	0.00	0.00	0.94	0.00	0.22	0.67	790
Vendor	0.02	0.53	0.22	< 0.005	0.01	0.18	0.01	0.06	0.37	497
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	17	89	0.14	0.29	0.29	0.28	0.28	—	14,430
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.3	11	58	0.09	0.19	0.19	0.19	0.19	—	9,488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.0	11	0.02	0.03	0.03	0.03	0.03	—	1,571
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.8	1.5	36	0.00	0.00	7.8	0.00	1.8	14	7,886
Vendor	0.15	4.2	1.8	0.04	0.07	1.5	0.07	0.47	7.9	4,564
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.5	1.8	20	0.00	0.00	7.8	0.00	1.8	0.37	6,792
Vendor	0.13	4.5	1.9	0.04	0.07	1.5	0.07	0.47	0.21	4,562
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	1.0	1.00	17	0.00	0.00	5.1	0.00	1.2	4.1	4,769
Vendor	0.09	2.9	1.2	0.02	0.05	0.98	0.05	0.31	2.3	3,000
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	3.0	0.00	0.00	0.94	0.00	0.22	0.67	790
Vendor	0.02	0.53	0.22	< 0.005	0.01	0.18	0.01	0.06	0.37	497
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Paving (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	37	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.8	37	59	0.08	1.3	1.3	1.2	1.2	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.7	26	42	0.06	0.90	0.90	0.83	0.83	—	6,496
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.8	7.7	0.01	0.16	0.16	0.15	0.15	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.27	5.7	0.00	0.00	1.2	0.00	0.28	2.4	1,211
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.27	3.2	0.00	0.00	1.2	0.00	0.28	0.06	1,033
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.19	2.8	0.00	0.00	0.84	0.00	0.20	0.75	788
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.15	0.00	0.04	0.12	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Paving (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	12	64	0.08	0.17	0.17	0.17	0.17	—	9,095

Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	12	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	8.3	45	0.06	0.12	0.12	0.12	0.12	—	6,496
Paving	0.12	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.5	8.3	0.01	0.02	0.02	0.02	0.02	—	1,076
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.27	5.7	0.00	0.00	1.2	0.00	0.28	2.4	1,211
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.27	3.2	0.00	0.00	1.2	0.00	0.28	0.06	1,033
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.19	2.8	0.00	0.00	0.84	0.00	0.20	0.75	788

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.15	0.00	0.04	0.12	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Paving (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.7	36	59	0.08	1.2	1.2	1.1	1.1	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.7	36	59	0.08	1.2	1.2	1.1	1.1	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.4	24	39	0.06	0.78	0.78	0.72	0.72	—	5,980
Paving	0.11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.44	4.3	7.1	0.01	0.14	0.14	0.13	0.13	—	990
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.23	5.3	0.00	0.00	1.2	0.00	0.28	2.2	1,183
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.0	0.00	0.00	1.2	0.00	0.28	0.06	1,019
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.15	2.5	0.00	0.00	0.77	0.00	0.18	0.61	715
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.14	0.00	0.03	0.10	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Paving (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	12	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	12	64	0.08	0.17	0.17	0.17	0.17	—	9,095
Paving	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	7.6	42	0.06	0.11	0.11	0.11	0.11	—	5,980
Paving	0.11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.4	7.6	0.01	0.02	0.02	0.02	0.02	—	990
Paving	0.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.23	5.3	0.00	0.00	1.2	0.00	0.28	2.2	1,183
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.0	0.00	0.00	1.2	0.00	0.28	0.06	1,019

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.15	2.5	0.00	0.00	0.77	0.00	0.18	0.61	715
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.45	0.00	0.00	0.14	0.00	0.03	0.10	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.8	6.7	0.01	0.09	0.09	0.08	0.08	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.8	6.7	0.01	0.09	0.09	0.08	0.08	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.23	1.7	2.4	< 0.005	0.03	0.03	0.03	0.03	—	289
Architectural Coatings	4.0	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.32	0.44	< 0.005	0.01	0.01	0.01	0.01	—	48
Architectural Coatings	0.73	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.47	9.3	0.00	0.00	1.6	0.00	0.37	4.5	1,700
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.52	5.2	0.00	0.00	1.6	0.00	0.37	0.12	1,447
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.17	2.4	0.00	0.00	0.56	0.00	0.13	0.71	557
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.43	0.00	0.00	0.10	0.00	0.02	0.12	92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.4	2.1	< 0.005	0.01	0.01	0.01	0.01	—	289
Architectural Coatings	4.0	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.25	0.38	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	48
Architectural Coatings	0.73	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.47	9.3	0.00	0.00	1.6	0.00	0.37	4.5	1,700
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.52	5.2	0.00	0.00	1.6	0.00	0.37	0.12	1,447
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.17	2.4	0.00	0.00	0.56	0.00	0.13	0.71	557
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.43	0.00	0.00	0.10	0.00	0.02	0.12	92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Architectural Coating (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	4.8	6.7	0.01	0.08	0.08	0.07	0.07	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	4.8	6.7	0.01	0.08	0.08	0.07	0.07	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	3.4	4.8	0.01	0.06	0.06	0.05	0.05	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.62	0.87	< 0.005	0.01	0.01	0.01	0.01	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.41	8.6	0.00	0.00	1.6	0.00	0.37	4.1	1,669
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.46	4.9	0.00	0.00	1.6	0.00	0.37	0.11	1,422
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	4.4	0.00	0.00	1.1	0.00	0.26	1.3	1,085

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.79	0.00	0.00	0.20	0.00	0.05	0.21	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.24. Architectural Coating (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.8	4.1	0.01	0.01	0.01	0.01	0.01	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.51	0.75	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.41	8.6	0.00	0.00	1.6	0.00	0.37	4.1	1,669
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.46	4.9	0.00	0.00	1.6	0.00	0.37	0.11	1,422
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	4.4	0.00	0.00	1.1	0.00	0.26	1.3	1,085
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.79	0.00	0.00	0.20	0.00	0.05	0.21	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.25. Architectural Coating (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.7	6.6	0.01	0.07	0.07	0.06	0.06	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	4.7	6.6	0.01	0.07	0.07	0.06	0.06	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	3.4	4.7	0.01	0.05	0.05	0.04	0.04	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.61	0.87	< 0.005	0.01	0.01	0.01	0.01	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.36	8.1	0.00	0.00	1.6	0.00	0.37	3.6	1,641
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.41	4.6	0.00	0.00	1.6	0.00	0.37	0.09	1,399
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.29	4.1	0.00	0.00	1.1	0.00	0.26	1.1	1,067
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.74	0.00	0.00	0.20	0.00	0.05	0.19	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.26. Architectural Coating (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804

Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.8	4.1	0.01	0.01	0.01	0.01	0.01	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.51	0.75	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.36	8.1	0.00	0.00	1.6	0.00	0.37	3.6	1,641
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.41	4.6	0.00	0.00	1.6	0.00	0.37	0.09	1,399
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.29	4.1	0.00	0.00	1.1	0.00	0.26	1.1	1,067
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.05	0.74	0.00	0.00	0.20	0.00	0.05	0.19	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.27. Architectural Coating (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.7	6.6	0.01	0.06	0.06	0.05	0.05	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.7	6.6	0.01	0.06	0.06	0.05	0.05	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	3.3	4.7	0.01	0.04	0.04	0.04	0.04	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.86	< 0.005	0.01	0.01	0.01	0.01	—	95

Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.36	7.5	0.00	0.00	1.6	0.00	0.37	3.2	1,615
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.36	4.3	0.00	0.00	1.6	0.00	0.37	0.08	1,377
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.25	3.8	0.00	0.00	1.1	0.00	0.26	1.0	1,051
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.69	0.00	0.00	0.20	0.00	0.05	0.17	174
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.28. Architectural Coating (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.8	4.1	0.01	0.01	0.01	0.01	0.01	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.51	0.75	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.36	7.5	0.00	0.00	1.6	0.00	0.37	3.2	1,615
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.31	0.36	4.3	0.00	0.00	1.6	0.00	0.37	0.08	1,377
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.25	3.8	0.00	0.00	1.1	0.00	0.26	1.0	1,051
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.69	0.00	0.00	0.20	0.00	0.05	0.17	174
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Architectural Coating (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.6	6.6	0.01	0.05	0.05	0.04	0.04	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.6	6.6	0.01	0.05	0.05	0.04	0.04	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	3.3	4.7	0.01	0.03	0.03	0.03	0.03	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.60	0.86	< 0.005	0.01	0.01	0.01	0.01	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	7.1	0.00	0.00	1.6	0.00	0.37	2.9	1,577
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.35	4.0	0.00	0.00	1.6	0.00	0.37	0.07	1,358
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.22	3.6	0.00	0.00	1.1	0.00	0.26	0.89	1,036
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.66	0.00	0.00	0.20	0.00	0.05	0.15	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.30. Architectural Coating (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.9	5.8	0.01	0.01	0.01	0.01	0.01	—	804
Architectural Coatings	11	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.8	4.1	0.01	0.01	0.01	0.01	0.01	—	574
Architectural Coatings	7.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.51	0.75	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	95
Architectural Coatings	1.4	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	7.1	0.00	0.00	1.6	0.00	0.37	2.9	1,577
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.35	4.0	0.00	0.00	1.6	0.00	0.37	0.07	1,358
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.22	3.6	0.00	0.00	1.1	0.00	0.26	0.89	1,036
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.66	0.00	0.00	0.20	0.00	0.05	0.15	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	6.6	7.4	81	0.22	0.14	21	0.13	5.4	37	23,208

Regional Shopping Center	18	13	131	0.32	0.20	29	0.19	7.6	52	33,458
Condo/Townhouse	7.5	6.8	71	0.19	0.11	17	0.11	4.4	31	19,361
General Office Building	0.33	0.37	4.1	0.01	0.01	1.0	0.01	0.27	1.9	1,166
Single Family Housing	12	11	115	0.30	0.18	28	0.17	7.1	49	31,270
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	44	39	403	1.0	0.64	96	0.60	25	171	108,463
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	5.6	8.0	54	0.20	0.14	21	0.13	5.4	0.96	20,642
Regional Shopping Center	14	14	95	0.29	0.20	29	0.19	7.6	1.4	29,851
Condo/Townhouse	6.2	7.4	49	0.17	0.11	17	0.11	4.4	0.79	17,243
General Office Building	0.28	0.40	2.7	0.01	0.01	1.0	0.01	0.27	0.05	1,037
Single Family Housing	10	12	80	0.27	0.18	28	0.17	7.1	1.3	27,850
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	37	42	282	0.93	0.64	96	0.61	25	4.4	96,623
Annual	—	—	—	—	—	—	—	—	—	—

Hotel	0.91	1.2	9.8	0.03	0.02	3.2	0.02	0.83	2.3	3,064
Regional Shopping Center	2.5	2.2	16	0.05	0.03	4.5	0.03	1.2	3.1	4,370
Condo/Townhouse	1.0	1.1	8.6	0.03	0.02	2.6	0.02	0.68	1.8	2,528
General Office Building	0.04	0.05	0.43	< 0.005	< 0.005	0.14	< 0.005	0.04	0.10	136
Single Family Housing	1.7	1.9	15	0.05	0.03	4.5	0.03	1.2	3.1	4,305
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.2	6.4	50	0.15	0.10	15	0.09	3.9	10	14,403

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	6.6	7.4	81	0.22	0.14	21	0.13	5.4	37	23,208
Regional Shopping Center	18	13	131	0.32	0.20	29	0.19	7.6	52	33,458
Condo/Townhouse	7.5	6.8	71	0.19	0.11	17	0.11	4.4	31	19,361
General Office Building	0.33	0.37	4.1	0.01	0.01	1.0	0.01	0.27	1.9	1,166
Single Family Housing	12	11	115	0.30	0.18	28	0.17	7.1	49	31,270

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	44	39	403	1.0	0.64	96	0.60	25	171	108,463
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	5.6	8.0	54	0.20	0.14	21	0.13	5.4	0.96	20,642
Regional Shopping Center	14	14	95	0.29	0.20	29	0.19	7.6	1.4	29,851
Condo/Townhouse	6.2	7.4	49	0.17	0.11	17	0.11	4.4	0.79	17,243
General Office Building	0.28	0.40	2.7	0.01	0.01	1.0	0.01	0.27	0.05	1,037
Single Family Housing	10	12	80	0.27	0.18	28	0.17	7.1	1.3	27,850
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	37	42	282	0.93	0.64	96	0.61	25	4.4	96,623
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.91	1.2	9.8	0.03	0.02	3.2	0.02	0.83	2.3	3,064
Regional Shopping Center	2.5	2.2	16	0.05	0.03	4.5	0.03	1.2	3.1	4,370
Condo/Townhouse	1.0	1.1	8.6	0.03	0.02	2.6	0.02	0.68	1.8	2,528
General Office Building	0.04	0.05	0.43	< 0.005	< 0.005	0.14	< 0.005	0.04	0.10	136

Single Family Housing	1.7	1.9	15	0.05	0.03	4.5	0.03	1.2	3.1	4,305
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.2	6.4	50	0.15	0.10	15	0.09	3.9	10	14,403

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,633
Regional Shopping Center	—	—	—	—	—	—	—	—	—	2,013
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,697
General Office Building	—	—	—	—	—	—	—	—	—	259
Single Family Housing	—	—	—	—	—	—	—	—	—	3,319
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	422
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	9,344

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,633
Regional Shopping Center	—	—	—	—	—	—	—	—	—	2,013
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,697
General Office Building	—	—	—	—	—	—	—	—	—	259
Single Family Housing	—	—	—	—	—	—	—	—	—	3,319
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	422
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	9,344
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	270
Regional Shopping Center	—	—	—	—	—	—	—	—	—	333
Condo/Townhouse	—	—	—	—	—	—	—	—	—	281
General Office Building	—	—	—	—	—	—	—	—	—	43
Single Family Housing	—	—	—	—	—	—	—	—	—	550
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	70
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00

Total	—	—	—	—	—	—	—	—	—	1,547

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,199
Regional Shopping Center	—	—	—	—	—	—	—	—	—	1,487
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,296
General Office Building	—	—	—	—	—	—	—	—	—	194
Single Family Housing	—	—	—	—	—	—	—	—	—	2,245
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	221
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	6,643
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	1,199
Regional Shopping Center	—	—	—	—	—	—	—	—	—	1,487
Condo/Townhouse	—	—	—	—	—	—	—	—	—	1,296
General Office Building	—	—	—	—	—	—	—	—	—	194

Single Family Housing	—	—	—	—	—	—	—	—	—	2,245
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	221
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	6,643
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	198
Regional Shopping Center	—	—	—	—	—	—	—	—	—	246
Condo/Townhouse	—	—	—	—	—	—	—	—	—	215
General Office Building	—	—	—	—	—	—	—	—	—	32
Single Family Housing	—	—	—	—	—	—	—	—	—	372
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	37
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,100

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.11	2.0	1.7	0.01	0.15	0.15	0.15	0.15	—	2,411

Regional Shopping Center	0.02	0.36	0.30	< 0.005	0.03	0.03	0.03	0.03	—	431
Condo/Townhouse	0.10	1.8	0.76	0.01	0.14	0.14	0.14	0.14	—	2,278
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Single Family Housing	0.27	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	5,966
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	8.9	4.8	0.06	0.71	0.71	0.71	0.71	—	11,122
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.11	2.0	1.7	0.01	0.15	0.15	0.15	0.15	—	2,411
Regional Shopping Center	0.02	0.36	0.30	< 0.005	0.03	0.03	0.03	0.03	—	431
Condo/Townhouse	0.10	1.8	0.76	0.01	0.14	0.14	0.14	0.14	—	2,278
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	34
Single Family Housing	0.27	4.7	2.0	0.03	0.38	0.38	0.38	0.38	—	5,966
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.51	8.9	4.8	0.06	0.71	0.71	0.71	0.71	—	11,122
Annual	—	—	—	—	—	—	—	—	—	—

Hotel	0.02	0.37	0.31	< 0.005	0.03	0.03	0.03	0.03	—	399
Regional Shopping Center	< 0.005	0.07	0.06	< 0.005	0.01	0.01	0.01	0.01	—	71
Condo/Townhouse	0.02	0.33	0.14	< 0.005	0.03	0.03	0.03	0.03	—	377
General Office Building	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.7
Single Family Housing	0.05	0.86	0.36	0.01	0.07	0.07	0.07	0.07	—	988
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	1.6	0.87	0.01	0.13	0.13	0.13	0.13	—	1,841

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.10	1.9	1.6	0.01	0.14	0.14	0.14	0.14	—	2,260
Regional Shopping Center	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	413
Condo/Townhouse	0.10	1.6	0.69	0.01	0.13	0.13	0.13	0.13	—	2,073
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Single Family Housing	0.25	4.3	1.8	0.03	0.35	0.35	0.35	0.35	—	5,453

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.47	8.2	4.4	0.05	0.65	0.65	0.65	0.65	—	10,231
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	0.10	1.9	1.6	0.01	0.14	0.14	0.14	0.14	—	2,260
Regional Shopping Center	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	413
Condo/Townhouse	0.10	1.6	0.69	0.01	0.13	0.13	0.13	0.13	—	2,073
General Office Building	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	33
Single Family Housing	0.25	4.3	1.8	0.03	0.35	0.35	0.35	0.35	—	5,453
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.47	8.2	4.4	0.05	0.65	0.65	0.65	0.65	—	10,231
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	0.02	0.34	0.29	< 0.005	0.03	0.03	0.03	0.03	—	374
Regional Shopping Center	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	68
Condo/Townhouse	0.02	0.30	0.13	< 0.005	0.02	0.02	0.02	0.02	—	343
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.4

Single Family Housing	0.05	0.78	0.33	< 0.005	0.06	0.06	0.06	0.06	—	903
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	1.5	0.81	0.01	0.12	0.12	0.12	0.12	—	1,694

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.45	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Consumer Products	38	—	—	—	—	—	—	—	—	—
Architectural Coatings	3.5	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.4	0.62	69	< 0.005	0.06	0.06	0.04	0.04	—	212
Total	50	8.3	72	0.05	0.68	0.68	0.67	0.67	—	10,150
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.45	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Consumer Products	38	—	—	—	—	—	—	—	—	—
Architectural Coatings	3.5	—	—	—	—	—	—	—	—	—
Total	42	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938

Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	0.10	0.04	< 0.005	0.01	0.01	0.01	0.01	—	113
Consumer Products	7.0	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.65	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.67	0.06	6.2	< 0.005	0.01	0.01	< 0.005	< 0.005	—	17
Total	8.3	0.15	6.2	< 0.005	0.01	0.01	0.01	0.01	—	130

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.45	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Consumer Products	36	—	—	—	—	—	—	—	—	—
Architectural Coatings	3.5	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.4	0.62	69	< 0.005	0.06	0.06	0.04	0.04	—	212
Total	47	8.3	72	0.05	0.68	0.68	0.67	0.67	—	10,150
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.45	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Consumer Products	36	—	—	—	—	—	—	—	—	—
Architectural Coatings	3.5	—	—	—	—	—	—	—	—	—
Total	40	7.7	3.3	0.05	0.62	0.62	0.62	0.62	—	9,938
Annual	—	—	—	—	—	—	—	—	—	—

Hearths	0.01	0.10	0.04	< 0.005	0.01	0.01	0.01	0.01	—	113
Consumer Products	6.5	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.65	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.67	0.06	6.2	< 0.005	0.01	0.01	< 0.005	< 0.005	—	17
Total	7.8	0.15	6.2	< 0.005	0.01	0.01	0.01	0.01	—	130

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
General Office Building	—	—	—	—	—	—	—	—	—	135
Single Family Housing	—	—	—	—	—	—	—	—	—	646
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,183

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
General Office Building	—	—	—	—	—	—	—	—	—	135
Single Family Housing	—	—	—	—	—	—	—	—	—	646
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,183
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	8.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	30
Condo/Townhouse	—	—	—	—	—	—	—	—	—	28
General Office Building	—	—	—	—	—	—	—	—	—	22
Single Family Housing	—	—	—	—	—	—	—	—	—	107
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00

Total	—	—	—	—	—	—	—	—	—	196

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
General Office Building	—	—	—	—	—	—	—	—	—	135
Single Family Housing	—	—	—	—	—	—	—	—	—	646
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,183
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	53
Regional Shopping Center	—	—	—	—	—	—	—	—	—	179
Condo/Townhouse	—	—	—	—	—	—	—	—	—	170
General Office Building	—	—	—	—	—	—	—	—	—	135

Single Family Housing	—	—	—	—	—	—	—	—	—	646
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,183
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	8.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	30
Condo/Townhouse	—	—	—	—	—	—	—	—	—	28
General Office Building	—	—	—	—	—	—	—	—	—	22
Single Family Housing	—	—	—	—	—	—	—	—	—	107
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	196

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474
General Office Building	—	—	—	—	—	—	—	—	—	18
Single Family Housing	—	—	—	—	—	—	—	—	—	901
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,943
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474
General Office Building	—	—	—	—	—	—	—	—	—	18
Single Family Housing	—	—	—	—	—	—	—	—	—	901
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,943
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	26
Regional Shopping Center	—	—	—	—	—	—	—	—	—	66
Condo/Townhouse	—	—	—	—	—	—	—	—	—	78
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Single Family Housing	—	—	—	—	—	—	—	—	—	149
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	322

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474

General Office Building	—	—	—	—	—	—	—	—	—	18
Single Family Housing	—	—	—	—	—	—	—	—	—	901
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,943
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	155
Regional Shopping Center	—	—	—	—	—	—	—	—	—	396
Condo/Townhouse	—	—	—	—	—	—	—	—	—	474
General Office Building	—	—	—	—	—	—	—	—	—	18
Single Family Housing	—	—	—	—	—	—	—	—	—	901
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	1,943
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	26
Regional Shopping Center	—	—	—	—	—	—	—	—	—	66

Condo/Townhouse	—	—	—	—	—	—	—	—	—	78
General Office Building	—	—	—	—	—	—	—	—	—	2.9
Single Family Housing	—	—	—	—	—	—	—	—	—	149
User Defined Industrial	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	322

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Total	—	—	—	—	—	—	—	—	351	351
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townhouse	—	—	—	—	—	—	—	—	2.3	2.3
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Total	—	—	—	—	—	—	—	—	351	351
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	56	56
Regional Shopping Center	—	—	—	—	—	—	—	—	0.16	0.16
Condo/Townhouse	—	—	—	—	—	—	—	—	0.39	0.39
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Single Family Housing	—	—	—	—	—	—	—	—	1.2	1.2
Total	—	—	—	—	—	—	—	—	58	58

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96

Condo/Townho	—	—	—	—	—	—	—	—	2.3	2.3
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Total	—	—	—	—	—	—	—	—	351	351
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	340	340
Regional Shopping Center	—	—	—	—	—	—	—	—	0.96	0.96
Condo/Townho use	—	—	—	—	—	—	—	—	2.3	2.3
General Office Building	—	—	—	—	—	—	—	—	0.02	0.02
Single Family Housing	—	—	—	—	—	—	—	—	7.3	7.3
Total	—	—	—	—	—	—	—	—	351	351
Annual	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	56	56
Regional Shopping Center	—	—	—	—	—	—	—	—	0.16	0.16
Condo/Townho use	—	—	—	—	—	—	—	—	0.39	0.39
General Office Building	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Single Family Housing	—	—	—	—	—	—	—	—	1.2	1.2
Total	—	—	—	—	—	—	—	—	58	58

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10T	PM2.5E	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/1/2027	6/11/2027	5.0	30	—
Grading	Grading	6/12/2027	10/29/2027	5.0	100	—
Building Construction	Building Construction	10/30/2027	12/1/2032	5.0	1,328	—
Paving	Paving	1/1/2031	12/1/2032	5.0	501	—
Architectural Coating	Architectural Coating	7/1/2028	12/30/2032	5.0	1,174	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	18	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	24	8.0	84	0.37
Grading	Excavators	Diesel	Average	12	8.0	36	0.38

Grading	Graders	Diesel	Average	6.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	6.0	8.0	367	0.40
Grading	Scrapers	Diesel	Average	12	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	12	8.0	84	0.37
Building Construction	Cranes	Diesel	Average	6.0	7.0	367	0.29
Building Construction	Forklifts	Diesel	Average	18	8.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	6.0	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	18	7.0	84	0.37
Building Construction	Welders	Diesel	Average	6.0	8.0	46	0.45
Paving	Pavers	Diesel	Average	12	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	12	8.0	89	0.36
Paving	Rollers	Diesel	Average	12	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Average	6.0	6.0	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	18	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	24	8.0	84	0.37
Grading	Excavators	Diesel	Tier 4 Final	12	8.0	36	0.38
Grading	Graders	Diesel	Tier 4 Final	6.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	6.0	8.0	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	12	8.0	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	12	8.0	84	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	6.0	7.0	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	18	8.0	82	0.20

Building Construction	Generator Sets	Diesel	Average	6.0	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	18	7.0	84	0.37
Building Construction	Welders	Diesel	Tier 4 Final	6.0	8.0	46	0.45
Paving	Pavers	Diesel	Tier 4 Final	12	8.0	81	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	12	8.0	89	0.36
Paving	Rollers	Diesel	Tier 4 Final	12	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	6.0	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	105	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	120	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	5.6	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	600	19	LDA,LDT1,LDT2
Building Construction	Vendor	166	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	90	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	Worker	120	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	105	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	120	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	5.6	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	600	19	LDA,LDT1,LDT2
Building Construction	Vendor	166	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	90	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	120	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	2,722,208	907,403	673,001	224,334	82,485

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	270	0.00	0.00
Grading	2,640	4,500	500	0.00	0.00
Paving	0.00	0.00	0.00	0.00	42

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Hotel	0.00	0%
Paving	Regional Shopping Center	0.00	0%

Paving	Condo/Townhouse	—	0%
Paving	General Office Building	0.00	0%
Paving	Single Family Housing	5.8	0%
Paving	User Defined Industrial	5.0	0%
Paving	Parking Lot	16	100%
Paving	Other Asphalt Surfaces	15	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	266	0.03	< 0.005
2028	0.00	275	0.03	< 0.005
2029	0.00	249	0.03	< 0.005
2030	0.00	247	0.03	< 0.005
2031	0.00	247	0.03	< 0.005
2032	0.00	247	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	1,835	2,157	1,577	672,956	24,776	29,131	21,291	9,088,540
Regional Shopping Center	6,080	6,422	4,220	2,140,047	34,758	41,081	26,995	12,611,717
Condo/Townhouse	2,292	2,615	1,391	806,295	21,102	24,076	12,805	7,424,720
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175
Single Family Housing	3,899	4,223	2,610	1,372,905	35,907	38,887	24,034	12,642,306

User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	1,835	2,157	1,577	672,956	24,776	29,131	21,291	9,088,540
Regional Shopping Center	6,080	6,422	4,220	2,140,047	34,758	41,081	26,995	12,611,717
Condo/Townhouse	2,292	2,615	1,391	806,295	21,102	24,076	12,805	7,424,720
General Office Building	108	22	7.0	29,779	1,464	298	95	402,175
Single Family Housing	3,899	4,223	2,610	1,372,905	35,907	38,887	24,034	12,642,306
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Hotel	Wood Fireplaces	0	0
Hotel	Gas Fireplaces	0	0
Hotel	Propane Fireplaces	0	0
Hotel	Electric Fireplaces	0	0

Hotel	No Fireplaces	0	0
Hotel	Conventional Wood Stoves	0	0
Hotel	Catalytic Wood Stoves	0	0
Hotel	Non-Catalytic Wood Stoves	0	0
Hotel	Pellet Wood Stoves	0	0
Regional Shopping Center	Wood Fireplaces	0	0
Regional Shopping Center	Gas Fireplaces	0	0
Regional Shopping Center	Propane Fireplaces	0	0
Regional Shopping Center	Electric Fireplaces	0	0
Regional Shopping Center	No Fireplaces	0	0
Regional Shopping Center	Conventional Wood Stoves	0	0
Regional Shopping Center	Catalytic Wood Stoves	0	0
Regional Shopping Center	Non-Catalytic Wood Stoves	0	0
Regional Shopping Center	Pellet Wood Stoves	0	0
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	289	289
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	17	17
Condo/Townhouse	No Fireplaces	34	34
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	17	17
Condo/Townhouse	Non-Catalytic Wood Stoves	17	17
Condo/Townhouse	Pellet Wood Stoves	0	0
General Office Building	Wood Fireplaces	0	0
General Office Building	Gas Fireplaces	0	0
General Office Building	Propane Fireplaces	0	0
General Office Building	Electric Fireplaces	0	0
General Office Building	No Fireplaces	0	0

General Office Building	Conventional Wood Stoves	0	0
General Office Building	Catalytic Wood Stoves	0	0
General Office Building	Non-Catalytic Wood Stoves	0	0
General Office Building	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	25	25
Single Family Housing	Gas Fireplaces	410	410
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	26	26
Single Family Housing	No Fireplaces	52	52
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	26	26
Single Family Housing	Non-Catalytic Wood Stoves	26	26
Single Family Housing	Pellet Wood Stoves	0	0
User Defined Industrial	Wood Fireplaces	0	0
User Defined Industrial	Gas Fireplaces	0	0
User Defined Industrial	Propane Fireplaces	0	0
User Defined Industrial	Electric Fireplaces	0	0
User Defined Industrial	No Fireplaces	0	0
User Defined Industrial	Conventional Wood Stoves	0	0
User Defined Industrial	Catalytic Wood Stoves	0	0
User Defined Industrial	Non-Catalytic Wood Stoves	0	0
User Defined Industrial	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0

Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0
Other Asphalt Surfaces	Wood Fireplaces	0	0
Other Asphalt Surfaces	Gas Fireplaces	0	0
Other Asphalt Surfaces	Propane Fireplaces	0	0
Other Asphalt Surfaces	Electric Fireplaces	0	0
Other Asphalt Surfaces	No Fireplaces	0	0
Other Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	2,722,208	907,403	673,001	224,334	82,485

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	2,398,832	247	0.0330	0.0040	7,503,104
Regional Shopping Center	2,956,812	247	0.0330	0.0040	1,342,553
Condo/Townhouse	2,491,908	247	0.0330	0.0040	7,089,230
General Office Building	380,325	247	0.0330	0.0040	107,164
Single Family Housing	4,875,085	247	0.0330	0.0040	18,564,572
User Defined Industrial	0.00	247	0.0330	0.0040	0.00
Parking Lot	620,458	247	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	247	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	1,760,226	247	0.0330	0.0040	7,031,287
Regional Shopping Center	2,184,127	247	0.0330	0.0040	1,283,694
Condo/Townhouse	1,903,932	247	0.0330	0.0040	6,449,552
General Office Building	285,512	247	0.0330	0.0040	101,672
Single Family Housing	3,297,411	247	0.0330	0.0040	16,967,457
User Defined Industrial	0.00	247	0.0330	0.0040	0.00
Parking Lot	325,111	247	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	247	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	3,805,016	4,446,831
Regional Shopping Center	14,814,504	4,446,831
Condo/Townhouse	13,829,084	5,435,016
General Office Building	1,777,337	52,297,012
Single Family Housing	21,231,711	183,781,003
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	3,805,016	4,446,831
Regional Shopping Center	14,814,504	4,446,831
Condo/Townhouse	13,829,084	5,435,016
General Office Building	1,777,337	52,297,012
Single Family Housing	21,231,711	183,781,003
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	82	0.00

Regional Shopping Center	210	0.00
Condo/Townhouse	251	0.00
General Office Building	9.3	0.00
Single Family Housing	478	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	82	0.00
Regional Shopping Center	210	0.00
Condo/Townhouse	251	0.00
General Office Building	9.3	0.00
Single Family Housing	478	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18

Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20

Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.5	2.5	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22	annual days of extreme heat
Extreme Precipitation	0.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.23	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	2	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	2	3	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	2	3	3

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	6	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	3	1	6	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	6	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0

MH-2: Use Climate-Resilient Design for Infrastructure	Enhanced Pedestrian or Traffic Safety, Improved Public Health, Water Conservation	—	1.00	1.00
MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-28: Transition to Climate-Smart Energy	Enhanced Energy Security	—	3.0	3.0
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	2.0

6.4.2. Drought

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-1: Install Water Efficient Appliances	Social Equity, Water Conservation	—	—	1.00
D-2: Install Water Reuse Infrastructure	Water Conservation	—	—	1.00
D-3: Install Drought Resistant Landscaping	Water Conservation	—	2.0	2.0
D-7: Diversify Water Supply Sources	Improved Public Health, Social Equity	—	—	2.0
MH-23: Landscape with Climate Considerations	Improved Ecosystem Health, Water Conservation	—	2.0	—
MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0

6.4.3. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	3.0

MH-36: Decentralize and Localize Energy Production and Storage	Enhanced Energy Security, Improved Air Quality	—	2.0	3.0
WF-2: Install Fire Suppression Systems and Improve Structural Strength	Improved Air Quality, Improved Public Health	—	1.00	—

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	77
AQ-PM	7.3
AQ-DPM	9.4
Drinking Water	67
Lead Risk Housing	32
Pesticides	95
Toxic Releases	3.1
Traffic	6.1
Effect Indicators	—
CleanUp Sites	23
Groundwater	0.00
Haz Waste Facilities/Generators	36
Impaired Water Bodies	98
Solid Waste	83
Sensitive Population	—
Asthma	21
Cardio-vascular	47

Low Birth Weights	54
Socioeconomic Factor Indicators	—
Education	96
Housing	77
Linguistic	99
Poverty	96
Unemployment	94

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.527909663
Employed	8.956756063
Median HI	7.262928269
Education	—
Bachelor's or higher	24.75298345
High school enrollment	22.50737842
Preschool enrollment	7.814705505
Transportation	—
Auto Access	49.51879892
Active commuting	13.6147825
Social	—
2-parent households	34.82612601
Voting	66.44424484
Neighborhood	—
Alcohol availability	91.1587322
Park access	5.389452072

Retail density	5.864237136
Supermarket access	2.399589375
Tree canopy	8.404978827
Housing	—
Homeownership	77.35146927
Housing habitability	8.956756063
Low-inc homeowner severe housing cost burden	12.29308354
Low-inc renter severe housing cost burden	61.6963942
Uncrowded housing	15.89888361
Health Outcomes	—
Insured adults	2.463749519
Arthritis	0.0
Asthma ER Admissions	63.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	81.1
Cognitively Disabled	76.7
Physically Disabled	74.5
Heart Attack ER Admissions	49.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	39.9
Physical Health Not Good	0.0

Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	16.3
Elderly	50.9
English Speaking	2.2
Foreign-born	93.3
Outdoor Workers	0.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	96.0
Traffic Density	2.2
Traffic Access	23.0
Other Indices	—
Hardship	97.8
Other Decision Support	—
2016 Voting	63.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66
Healthy Places Index Score for Project Location (b)	6.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes

Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EasternCoachellaValley

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

Measure Title	Co-Benefits Achieved
IC-2: Adopt Design Standards	Improved Air Quality, Social Equity
IC-3: Promotes Accessibility	Enhanced Pedestrian or Traffic Safety, Social Equity
IC-4: Enhanced Open and Green Spaces	Improved Ecosystem Health, Improved Public Health, Social Equity, Water Conservation
IC-7: Equal Access to Building Amenities	Social Equity
IC-8: Enhanced Access to Community Resources	Enhanced Food Security, Social Equity

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Phase II development, same LU assumptions as Proposed Project.
Construction: Construction Phases	Operational/buildout year consistent with Traffic Impact Analysis.
Construction: Off-Road Equipment	6x construction equipment
Construction: Dust From Material Movement	Assumes 60% of import/export, consistent with Phase II percentage of total project.
Construction: Paving	5 acres of off site water tank location will be permanently disturbed, assumes paved with concrete.
Operations: Vehicle Data	Total of 18,939 weekday trips, 21,532 Saturday trips, and 13,995 Sunday Trips and per TIA. Assumes no H-O trips for RV residents (mobile home 320 units) who work on-site.

Operations: Hearths	Assumes wood burning fireplaces are limited to single family estates. Workforce housing and condos will not have wood burning hearths. No wood burning stoves proposed.
Operations: Energy Use	All new development will be built to Title 24 standards.

EXHIBIT A

2ND SUPPLEMENTAL
RESPONSES TO COMMENTS TO BOARD OF SUPERVISORS

THERMAL RANCH SPECIFIC PLAN ET AL

SP No. 00401; General Plan Amendment No. GPA 2300001; Change of Zone No. 2300003; Tentative Tract Map No. 38578; Plot Plan No.s 230005, 230006 and 240016

RIVERSIDE COUNTY, CALIFORNIA
STATE CLEARINGHOUSE NO. 2023050624

Introduction

This second set of supplemental comments on the Thermal Ranch Specific Plan project were received by the County Planning Department on December 10, 2025. Exhibit A provides responses to general or repeated comments, and to specific comments on the Final EIR (FEIR) for the Thermal Ranch Specific Plan Project. Responses have been prepared in accordance with Section 15088, 15089 and 15132 of the California Environmental Quality Act (CEQA) Guidelines. The following Section I provides verbatim comments received in writing and subsequent responses. (Also see attached Appendix A, which provides the bracketed comment letter).

A. Lozeau Drury for SAFER: Letter Dated December 10, 2025: new letter, their second

SECTION I

RESPONSE TO PLANNING COMMISSION HEARING COMMENTS

Overarching concerns expressed by this commenter on the Thermal Ranch project include application of mitigation measures, impacts to air quality, agricultural resources, and biological resources. Many of these expressions of concern repeat comments made and responded to in the Final EIR and in the first Supplemental Responses to Comments of November 13, 2025, as well as in the comments and supplemental responses provided herein. In addition to again responding to comments, this supplemental response includes Appendix B: Thermal Ranch Specific Plan Air Quality Memorandum dated December 15, 2025, and Appendix C: Biological Resources Technical Memorandum dated December 15, 2025.

SECTION I

RESPONSE TO SPECIFIC PLANNING COMMENTS

The following verbatim comments were received on the Final EIR and 1st Supplemental Responses to Comments to Planning Commission. These comments concern aspects of the Final EIR (Response to Comments on the Draft EIR), including clarification of information, adequacy of analysis, and similar issues. The following responses have been prepared to address issues raised in the Lozeau Drury (SAFER) comment letter of December 10, 2025. The bracketed and complete comment letter and its attachments are included in Appendix A of this 2nd Supplemental Response to Comments.

A. **Lozeau | Drury for SAFER, December 10, 2025**

Comment A-1: **The EIR Fails to Adopt All Feasible Mitigation Measures for the Project's Significant and Unavoidable Impacts to Operational Air Quality.**

CEQA prohibits a lead agency from approving a project with significant environmental effects if there are feasible mitigation measures or alternatives that can substantially lessen or avoid those effects. (Pub. Res. Code § 21002; *Mountain Lion Found. v. Fish & Game Comm'n* (1997) 16 Cal.4th 105, 134; *Laurel Heights*, 47 Cal.3d at 403 ["The chief goal of CEQA is mitigation or avoidance of environmental harm"].)CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (PRC §21061.1; 14 CCR § 15364.) "The core of an EIR is the mitigation and alternatives sections." (*Citizens of Goleta Valley*, 52 Cal.3d at 564.) When an EIR concludes that a project will have significant impacts, the lead agency has two duties: to meaningfully consider feasible mitigation measures and alternatives, and to identify mitigation measures and alternatives rejected as infeasible. (See *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1353.)

The lead agency may not approve a project with significant impacts unless it makes one or more of three findings:

(1) that changes or alternations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment;

(2) that the agency making the findings lacks jurisdiction to make the change, but that another agency does have such authority, and either has made or can and should make, the change; and/or

(3) that specific economic, legal, social, technological, or other considerations ... make infeasible the mitigation measures or project alternatives identified in the EIR.

(Pub. Res. Code §21081(a); 14 CCR §15091(a.).)

When a comment suggests "better ways to avoid or mitigate the significant environmental impacts" (14 CCR §§15088(c), 15204(a)), the lead agency must respond to the comment by either explaining why further consideration of the alternative or mitigation was rejected or by providing an evaluation of

the alternative. (*Marin Mun. Water Dist. v. KG Land Cal. Corp.* (1991) 235 Cal.App.3d 1652, 1666; *Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 992 (*CNPS*).) "'[A]n adequate EIR must respond to specific suggestions for mitigating a significant environmental impact unless the suggested mitigation is facially infeasible.' [citation omitted] 'While the response need not be exhaustive, it should evince good faith and a reasoned analysis.'" (*CNPS*, 177 Cal.App.4th at 992 [citing *L.A. Unified School Dist. v. City of L.A.* (1997) 58 Cal.App.4th 1019, 1029; see also, *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 442, fn. 8.)

The EIR concludes that the Project will result in significant and unavoidable operational air quality impacts due to emissions of carbon monoxide (CO), nitrogen oxides (NOx), and reactive organic gases (ROG). (DEIR, p. 4-2.) The EIR explains that "[a]pproximately 80% of CO emissions, 83% of NOx emissions, and 45% of ROG emissions associated with Project operations are from mobile sources, resulting in part from the large quantity of daily vehicle trips that the Project is projected to produce during the peak October to April equestrian competition. (DEIR, p. 4-3.) The EIR then claims that these mobile emissions have been mitigated to the extent feasible through measures aimed at reducing vehicle miles traveled (VMT). (*Id.*)

However, the EIR fails to demonstrate that additional electric vehicle (EV) parking, beyond the bare minimum required by code, is infeasible for this Project. The EIR points to the Riverside County Climate Action Plan Update, which requires the installation of EV charging stations in all garages of new units of residential development, and the state's Title 24, which requires a certain percentage of overall parking spaces to be EV spaces, as evidence that the County has imposed all feasible EV mitigation measures. (DEIR, p. 2.5-17.) The EIR also references Mitigation Measure AQ-3 as reducing mobile source emissions. (*Id.*) However, Measure AQ-3 only requires the applicant to comply with state "energy use guidelines," which have nothing to do with EV spaces. The EIR mischaracterizes the issue. The question is not whether *any* measures have been applied to reduce VMTs. Rather, the question is whether there are additional, feasible mitigation measures to reduce VMTs could be applied to the Project prior to concluding that the operational air quality impacts are significant and unavoidable.

Because the Project's operational air quality impacts remain significant and unavoidable even with incorporation of regulations and MM AQ-3, the County must require all feasible mitigation measures to reduce the impacts to the extent feasible prior to proceeding with the Project. (Pub. Res. Code

§21081(a); 14 CCR §15091(a.).) There is ample opportunity for the County to expand requirements for EV spaces beyond the bare minimum required by Title 24. Regulations such as Title 24 represent the *floor* of what the Project must do, not the ceiling. For example, beyond the bare minimum of EV spaces currently required for the Project, Title 24 includes Tier 1 and Tier 2 voluntary measures that demonstrate the potential feasibility of requiring more EV spaces. (CalGreen §§ A5.106.5.3.1, A5.106.5.3.2.) Under these voluntary standards, the Project would provide 30-45% of the total spaces as EV capable spaces, of which 33% would also have chargers. The fact that Title 24 includes these voluntary standards—which go beyond the bare minimum—demonstrates that the standards are potentially feasible for this Project. The County cannot certify this EIR until the maximum feasible amount of EV spaces are required.

Response A-1: This comment is copied verbatim from Lozeau Drury's comment letter dated October 21, 2025, and has already been responded to in the Supplemental Responses to Planning Commission Hearing Comments (see Response D-1). No additional response is warranted.

Comment A-2: **The EIR Lacks Substantial Evidence to Conclude that Agricultural Conservation Easements as Mitigation for Significant and Unavoidable Impacts to Agricultural Resources Are Infeasible.**

The EIR concludes that that Project's conversion of 568.30 acres of Prime Farmland and 52.59 acres of Farmland of Statewide Importance to non-agricultural uses will result in a significant and unavoidable impact to agricultural resources. (DEIR, p. 4-1 to -2.) The California Department of Conservation submitted a comment, dated June 23, 2023, recommending that the County consider agricultural conservation easements as mitigation to substantially lessen the Project's impacts. (DEIR, p. 2.4-22.) As noted in the EIR, the Court of Appeal has held that agricultural conservation easements can be effective at *partially* reducing significant and unavoidable impacts, even if the impacts are not reduced to less-than-significant levels. (*Id.* [citing *V Lions Farming, LLC v. County of Kern* (2024) 100 Cal.App.5th 412, 437.)

Rather than requiring agricultural conservation easements as recommended by the Department of Conservation, the EIR claims that "requiring purchase of a conservation easement on other lands would also add a significant cost to the Project, which could potentially render it financially infeasible." (DEIR, p. 4-2.) The EIR's claim of infeasibility, without more, is deficient. Although mitigation measures may be found infeasible on

economic grounds.(Pub. Res. Code § 21081(a)(3); 14 CCR § 15091(a)(3)), findings of economic infeasibility must be supported by relevant economic evidence. (See, e.g., *County of San Diego v. Grossmont Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 108 [community college's proportional share of cost of off-campus traffic mitigation measures could not be found economically infeasible in absence of cost estimates]; *Burger v. County of Mendocino* (1975) 45 Cal.App.3d 322, 326-27 [infeasibility finding based on economic factors cannot be made without estimate of income or expenditures to support conclusion that proposed mitigation would make project unprofitable].)

The EIR conclusory statement that conservation easements could potentially render the Project infeasible does not meet CEQA's standard for infeasibility. If the County wants to claim that conservation easements are infeasible, the County must provide comparative evidence demonstrating that the easements would make the Project unprofitable. Notably, the fact that the easements might make the Project *less* profitable is not a reason to reject the mitigation measure—the County must show that the Project would be rendered unprofitable. (See *Burger*, *supra*, (1975) 45 Cal.App.3d at 327.)

Response A-2: Similar comments were made with regard to the Draft EIR and in supplemental comments to the Planning Commission. The reader is again referred to FEIR Responses B-8, C-10, and C-11, and to Supplemental Responses to Planning Commission Hearing Comments C-7, C-8, C-11, C-14, C-15, C-17, and D-2 on November 13, 2025. No additional response is required.

Comment A-3: **The EIR's fails to provide substantial evidence that the Project's air quality impacts will be less than significant.**

Air quality expert Patrick Sutton of Baseline Environmental Consulting ("Baseline") reviewed the EIR's air quality analysis. Baseline's comment letter and Mr. Sutton's CV are attached as Exhibit A.

In order to evaluate the Project's air quality impacts, the EIR relies on emission estimates for construction and operation of the Project calculated using the California Emissions Estimator Model Version 2022.1 ("CalEEMod"). This model relies on recommended default values based on site specific information related to a number of factors. "The default construction parameters can be modified based on site-specific information,

but the user is required to justify all changes from the default model settings based on substantial evidence." (Ex. A, p. 1.)

Baseline reviewed the Project's CalEEMod files and found that the EIR made improper adjustments to the Project's construction length, which resulted in the EIR incorrectly concluding that air quality impacts would be less than significant. (Ex. A, pp. 1-3.) According to the EIR, the Project would be constructed in two phases with Planning Areas 1 and 4 completed in 2026 and Planning Areas 2, 3, 5, and 6 complete in 2032. For its air quality analysis, the EIR assumed that all Planning Areas would be constructed simultaneously over a 7-year period. (*Id.*, p. 2.)

If each Planning Area were constructed sequentially with no overlap, "the total default construction schedule would be 12,190 works days (~47 years)." (Ex. A, p. 2.) The EIR's CalEEMod reduced that default construction schedule by 84% to fit the proposed 7-year construction schedule. However, the EIR's CalEEMod did not account for the fact that in order to complete construction on the 7-year timeline, the CalEEMod's default intensity of daily construction equipment activity (i.e. the CalEEMod does not account for the construction intensity needed to complete construction in 1/6th of the time). (*Id.*) As explained by Baseline:

> To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, *which would exceed the applicable thresholds of significance*. (Ex. A, p. 3.) As a result of this error, the EIR fails to adequately analyze, disclose, and mitigate the Project's significant air quality impacts. The EIR must be revised to disclose this impact and mitigate it to the extent feasible.

Baseline also found that the EIR improperly assumed that there would be no overlap between construction and operation of the Project (i.e. the EIR assumed that construction of all Planning Areas would be complete in 2032 and that operational emissions would only occur in 2032 and later). (Ex. A, p. 3.) However, it is more reasonable to assume that each Planning Area will become operational upon completion of its construction. As a result, "there would be overlapping years of construction and operation that would result in a combination of criteria air pollutant emissions that could be significantly higher than the emissions estimated in the DEIR." (Ex. A, pp. 3-4.) The EIR should be revised to accurately disclose the impacts of

overlapping construction and operation and to mitigate that impact to the extent feasible.

Response A-3: Construction Period Modeling

The commenter asserts that the EIR fails to adequately analyze, disclose and mitigate the Project's significant air quality impacts because the EIR's air quality analysis assumed that all Planning Areas would be constructed simultaneously over a 7-year period, and the CalEEMod default intensity did not account for the construction intensity needed to complete the construction during that time period. The commenter applies the false assumption that if each Planning Area were constructed sequentially with no overlap, the total default construction schedule would be 47 years according to the commenter's attached review by Baseline Environmental Consulting. (See Comment Letter Exhibit A, p. 2).

Similar comments were raised in the CARE California comment letter dated January 10, 2025, and were responded to in the FEIR (See Responses C-3, C-16 and C-17). The commenter's assertion that the EIR's construction emissions analysis does not account for all Project construction activity is mistaken. The commenter assumes that the entire Project's acreage will require the same intensity of construction activity. The commenter's note in Exhibit A, Table 1 of the comment letter acknowledges this: *"The default workdays are for grading, site preparation, and building construction based on modeled acreage."* The commenter's analysis does not account for the Project's actual building area, landscape area, and special landscape area, which is substantially less than the Project's total acreage. The CalEEMod software provides default durations for construction phases and users are explicitly allowed, and encouraged when appropriate, to adjust or override these default phase lengths in the Construction Phases screen when justified with project-specific data. The reduced disturbed footprint, combined with project-specific buildout information, provides adequate justification for modifying the CalEEMod default construction schedule.

The Draft EIR addresses Project construction emissions in section 3.4 of Appendix B, Air Quality and Greenhouse Gas Report for the Thermal Ranch Specific Plan. Section 3.4 addresses the number of days required to complete each construction phase based on the specific requirements of each phase. For example, the demolition phase includes the demolition of approximately 55,000 square feet of existing agricultural sheds and structures (essentially shade structures), and the grading phase for the new reservoir involves 11,900 cubic yards (CY) of earthwork, including 7,500 CY

of cut, 4,400 CY of import, and 10,800 CY of fill. (DEIR Appendix B, p. 33). Unlike the commenter's analysis, the Project's CalEEMod analysis accounts for the actual building area impacts within the Project's total acreage. For example, Section 1.2 (Land Use Types) in Appendix A of the Draft EIR's Air Quality Report specifies that Unrefrigerated Warehouse uses (i.e., Equestrian Center uses) totaling 182 acres will include a total building area, landscape area, and special landscape area of 3,192,433 square feet, which equates to 73.29 acres. The commenter's CalEEMod analysis specifies Equestrian Center acreage as 223.1 acres. In other words, the Project's CalEEMod inputs are more precise than the commenter's CalEEMod analysis. As described in Response C-17 in the FEIR, the Project's air quality analysis does not benefit, and results do not improve as a consequence of the Project's construction period modeling. As the EIR states, the construction schedule is conservative and likely overstates the concentration of criteria pollutants. (DEIR, p. 2.5-15).

Furthermore, the commenter incorrectly claims that compressing a construction phase would require scaling up the equipment list by a similar factor (at least six times) to maintain the same total work output. However, this isn't how CalEEMod functions or what it mandates. The model's defaults for equipment inventory and usage are based on project size metrics like acreage, not phase length, meaning shortening the duration alone just lowers the total emissions by reducing cumulative operating days, without affecting the daily equipment list.

Exhibit A of the comment letter claims that increasing the construction equipment list by a factor of six would result in average daily criteria air pollutant emissions at least six times higher than those reported in the DEIR, thereby exceeding applicable significance thresholds and necessitating revision of the DEIR to disclose and mitigate these impacts. This assertion relies on unsubstantiated assumptions and lacks supporting evidence. Terra Nova Planning and Research evaluated this claim and prepared a technical response memorandum provided as Appendix B to this Response to Comments. To directly test the assertion, the Terra Nova memorandum includes results from a CalEEMod model run that multiplies the original construction equipment list by a factor of six while incorporating the mitigation measures identified in Response C-10 of the Supplemental Responses to Planning Commission Hearing Comments dated November 13, 2025. As demonstrated in Table 4 of Appendix B, even under this very unrealistic "substantially intensified equipment scenario," mitigated construction emissions would remain below applicable significance thresholds and no further analysis is required.

Construction and Operation Overlap

The commenter asserts that overlapping Phase 1 operations (Planning Areas 1 and 4) with Phase 2 construction (Planning Areas 2, 3, 5, and 6) could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR. The commenter's assertion is based on assumptions that lack supporting evidence or analysis. To test this assertion, attached Appendix B combines emissions from separate modeling runs for Phase 1 operations and Phase 2 construction. As shown in Tables 4 and 5 of attached Appendix B:

1. Neither Phase 1 nor Phase 2 construction emissions exceed applicable construction significance thresholds.
2. The combined Phase 1 operational and Phase 2 construction emissions are lower than the full project buildout operational emissions analyzed in the DEIR. As shown in Table 5 of Appendix B, the overlapping emissions of Phase 1 operation and Phase 2 construction represent only 50–98% of the full buildout operational emissions analyzed in the DEIR

The DEIR therefore conservatively analyzed and disclosed impacts of the buildout scenario with the highest emission potential, and no further analysis is required.

Comment A-4: **The EIR inadequately evaluates the health risk impacts from emissions of diesel particulate matter.**

Care California submitted a comment on the Draft EIR in which their air quality experts faulted the EIR for failing to conduct a quantified health risk assessment ("HRA") to evaluate the health risk impacts from Project-generated emissions of diesel particulate matter ("DPM"), a known human carcinogen, during construction of the Project. In response, the FEIR claimed that an HRA is not necessary because the Project's emissions of PM2.5 do not exceed SCAQMD's Localized Significance Thresholds ("LSTs"). (FEIR, p. 41.) However, the FEIR's response is inadequate because "SCAQMD's LSTs only apply to criteria air pollutants and were not designed to evaluate localized health risks from exposure to DPM, because the toxicities of DPM and ambient PM2.5 are not equal." (Ex. A, p. 6.)

As Baseline explains,

> ... [T]he 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." In California, only about 8% of the average ambient PM2.5 concentration in outdoor air is comprised of DPM. While the federal and state ambient air quality standards established for PM2.5 were designed to be protective of human health for ambient conditions, these standards are not representative of particulate matter emissions from construction that contain significantly higher concentrations of DPM than typical ambient concentrations due to the exhaust from diesel-powered construction equipment.
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> (Ex. A, p. 6.)

Because SCAQMD's LSTs are not representative of the impacts that will occur from construction-generated DPM, "there is no substantial evidence provided in the FEIR to support the use of the SCAQMD's LST for PM2.5 to evaluate potential health risks to sensitive receptors exposed to DPM from the exhaust of diesel-powered construction equipment." (Ex. A, p. 6.) In order to accurately evaluate the Project's impacts, the EIR must be revised to include a quantified HRA "to estimate the incremental increase in cancer risk for nearby sensitive receptors exposed to DPM emissions during project construction in accordance with the OEHHA guidance." (*Id.*, p. 7.) "The health risk assessment should also evaluate health risks to on-site residences that are located in completed Planning Areas while construction of adjacent Planning Areas is ongoing." (*Id.*)

Matt Hagemann, P.G., C.Hg., and Paul E. Rosenfeld, Ph.D., of the Soil/Water/Air Protection Enterprise ("SWAPE") reviewed the air quality analysis in the EIR. SWAPE's comment letter and CVs are attached as Exhibit B. SWAPE found that the EIR failed to adequately evaluate the human health impacts resulting from the Project's emissions of diesel particulate matter.

The EIR fails to provide any quantified analysis of the impacts to human health from Project-related emissions of diesel particulate matter ("DPM"). As noted by SWAPE, CEQA requires that that the EIR "correlate the increase in emissions that future projects would generate to the adverse impacts on human health caused by those emissions." (Ex. B, pp. 4-5.) Such an analysis is not possible without a quantified HRA.

SWAPE prepared a screening-level HRA to evaluate potential impacts to human health from DPM during construction of the Project using

AERSCREEN, the leading screening-level air quality dispersion model. (Ex. B, pp. 5-9.) According to the EIR, construction of the Project will generate approximately 361 pounds of DPM over the 919-day construction period. (Id. at p. 5.) SWAPE conducted their HRA to calculate the increased cancer risk resulting from those DPM emissions to the Maximally Exposed Individual Receptor located approximately 150 meters downwind of the Project site. (Id. at p. 6.) The HRA utilized age sensitivity factors in order to "account for the increased sensitivity to carcinogens during early-in-life exposure and to assess the risk for susceptible subpopulations such as children." (Id.)

SWAPE's HRA found that increased cancer risk to 3rd trimester pregnancies, infants and children during construction and operation of the Project would be 26.8 in one million, 648 in one millions, and 13.7 in one million, respectively. (Ex. B, p. 8.) Each of the above increased cancer risks exceed the CEQA significance threshold of 10 in one million established by the South Diego Air Pollution Control District ("SDAPCD"). By failing to conduct an HRA, the EIR fails to provide substantial evidence that the Project's health impacts from DPM emissions would be less than significant. The EIR must be amended and recirculated in order to disclose this impact and mitigate it to the extent feasible. SWAPE has provided feasible mitigation measures for this impact that should be incorporated into a revised EIR. (Id. at pp. 9-10.)

Response A-4: This comment reiterates the arguments raised in Comment C-4, C-19, C-20, and C-21 of the FEIR from CARE California's comment letter dated January 10, 2025, and appears to offer no new argument. These comments have already been responded to in the FEIR (see Responses C-4, C-19, C-20, and C-21). No additional response is warranted.

Comment A-5: **The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.**

Dr. Smallwood and his associate conducted two daytime wildlife surveys on October 16 and 17, 2025 and one nocturnal wildlife survey on October 16, 2025. For the daytime surveys, they walked the perimeter of the Project site using binoculars to scan for wildlife. For the nighttime survey, they walked the southern perimeter of the Project site with a bat detector. (Ex. B, p. 2.) These surveys detected "63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species

with special status." (*Id.*, p. 5.) The special-status species observed include short-eared owl, American white pelican, American kestrel, and canyon bat. (*Id.*, pp. 16-17.)

Dr. Smallwood calculated that more thorough site visits would reveal an even greater diversity of wildlife. (Ex. B, pp. 17-20.) Given more time to survey the site, Dr. Smallwood's predicts that 159 species of vertebrate wildlife, including 28 special-status species, would be detected on site. (*Id.*, p. 20.) Based on his review of the EIR and the site visits, Dr. Smallwood concluded, "[T]he large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort." (*Id.*)

The wildlife surveys conducted for the EIR fell well short of accurately documenting the richness of wildlife utilizing the Project site. According to the EIR's surveys, only *five* vertebrate species were observed on-site. Conversely, Dr. Smallwood observed nearly 13x as many species, which lead Dr. Smallwood "to question whether [the EIR] surveyed the same wildlife community that we did." (Ex. B, p. 22.) Due to the number of species observed in the EIR's surveys, Dr. Smallwood concludes that the EIR's "survey findings need to be dismissed as entirely unreliable as a characterization of the existing wildlife community."(*Id.*)

Furthermore, the EIR's review of available wildlife databases to identify which species are known to have occurred at or near the Project site was inadequate. (Ex. B, pp. 22-31.) The EIR relied on the California Natural Diversity Data Base ("CNDDB") to determine which species have potential to occur in the Project area. (*Id.*, p. 23.) However, as Dr. Smallwood explains:

> By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, [the EIR] screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community.
>
> Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the

> CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence.
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> (*Id.*)

Based on available databases (including CNDDB, iNaturalist, and eBird) and site visits, Dr. Smallwood found that "144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential." (Ex. B, p. 23.) The EIR Biological Report only analyzed the occurrence potential for 32 special-status species, which amounts to only 22% of the special-status species identified by Dr. Smallwood. (*Id.*, p. 24.) Therefore, the EIR screened out 112 of the special-status species known to occur at or near the Project site from further review. (*Id.*) For the 32 special-status species that were analyzed, the EIR claims that all of them were either absent from the site or have a low likelihood of occurring. Those conclusions are not accurate because, of those 32 species, "five have been documented as certainly or probably on the project site, and four have been documented within 1.5 miles of the site, and another two have been documented between 1.5 and 4 miles of the site." (Ex. B, p. 24.) special-status species, "34 have been documented on the project site, 25 have been within 1.5 miles, and 44 have been documented between 1.5 and 4 miles of the site." (*Id.*) Further analysis is needed in the EIR to address possible impacts to those species before determining that the Project will not result in significant impacts.

Every EIR must start from a "baseline" assumption. The CEQA "baseline" is the set of environmental conditions against which to compare a project's anticipated impacts. *Communities for a Better Envt. v. So. Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321; see 14 CCR § 15125(a). Due to the inadequate analysis on the Biological Report, the EIR underestimates the biological baseline at the Project site and, as a result, cannot provide substantial evidence about the severity of the Project's impacts on biological resources. As a result, the EIR must be revised to properly disclose the biological baseline and the impacts of this Project.

Response A-5: The basis for response to comments from Lozeau Drury et al regarding biological resources is, in part, a technical memorandum prepared by the

Project biologist[1] and appended to this Response to Comments as Appendix B. Both the commenter and their biologist[2] completely ignore the actual characteristics of the Project site, the entirety of which is in active agriculture and has been for more than 70 years. Excepting three small trees in the center of the Project site, which is occupied by sheds and a maintenance shop, there is no vegetation (native or otherwise) on the Project site (see DEIR Exhibit I-3). Surrounding lands, including those to the south and west, have been in cultivation in the past. Revegetation of these sites is dominated by non-native plant species, including tamarisk and a variety of non-native grasses and perennials.

The commenter's biologist also misleadingly references an on-site or nearby "marsh" along Ave 64 where many of the species "observations" they have made are located. The subject "marsh" is an agricultural tailwater catchment from which the on-site farmer draws irrigation water draining off the site and reuses it for crop irrigation, and this offsite feature will not be impacted by the Project. The comment falsely suggests that the Project will impact an intact, permanent wetland, which the subject feature is not. It is also important to note that the Coachella Valley Water District (CVWD) owns this feature, which is part of the CVWD Ave 64 stormwater evacuation channel, part of the CVWD master drainage plan for the eastern Coachella Valley.

The observed species accounts described by the commenter and their biologist (see Appendix B of Comment Letter A, which is Appendix A of this Response to Comments) are troubling, internally inconsistent and misleading. Many if not most of the species identified, most of which are birds, are "observed" by virtue of their flying over but not roosting, nesting or even foraging on the Project site. However, both the biologist report and the commenter's summary mislead the reader. For instance, the commenter's biologist (Smallwood et al) states that they "detected" 63 species but fail to clarify that all but six (6) of the "detected" species occurred off-site or as flyovers.

The commenter's consulting biologist's memorandum moves quickly from actual observations to the application of statistical methods, some of their own invention, to "predict" the number of species that should be expected to occur on the Project site or the vicinity. Furthermore, the Lozeau Drury

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1 Response to Thermal Ranch Specific Plan Environmental Impact Report comment letter from SAFER dated December 10, 2025, prepared by Scott Crawford and Nathan Moorhatch, WSP, Inc.

2 Thermal Ranch Specific Plan memorandum prepared by Shawn Smallwood, Ph.D., October 30, 2025; is Exhibit B to Lozeau Drury SAFER Letter of December 10, 2025.

letter states that *"...only five vertebrate species were observed on-site. Conversely, Dr. Smallwood observed nearly 13x as many species."*

In short, the Lozeau Drury biologist relies heavily on extrapolation of possible species occurrences, much as a research biologist than as a professional field biologist. Although highly critical of the EIR biologists and their analysis, Smallwood spent very limited time actually observing wildlife on the site.[3] Smallwood et al also indicated that they surveyed the Project site along the perimeter only; the subject property is a square mile, so the biologists never got closer than one-half mile from the center of the project site.

The commenter is correct that the Project biologist relied on the California Natural Diversity Data Base ("CNDDB") for valuable distribution and occurrence information. However, the commenter and Smallwood et al fail to mention that the Project biologist used many decades and many thousands of hours of field biologist work in the Coachella Vallery that also informed the Project biologists' professional opinions. In addition to the CNDDB, WSP biologists also used The US Fish & Wildlife Service (USFWS) IPaC data, the USFWS Official Species List provided by the USFWS office in Carlsbad, California, California Native Plant Society, the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP, 2016) and related database, and others. A partial list of resources used to prepared the Project's biological resources assessment include:

- California Natural Diversity Data Base (CNDDB) RareFind 5 (CDFW 2022a)
- Special Animals List (CDFW 2022)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2022a)
- CVMSHCP (CVAG 2008)
- United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS). 2019. Web Soil Survey
- USGS 7.5' Indio, Martinez Mtn., Rabbit Peak, Valerie, and Mecca, Calif. Quadrangle (USGS 1972 - 2015)
- USFWS ECOS-IPaC website: "List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project".

Ironically, the academically trained and oriented Smallwood et al points to such data sources as iNaturalist and eBird that they used as their primary data sources, which are popular phone apps for anyone (not just

[3] Ibid. Smallwood et al spent 1.67 hours of diurnal survey and 2.5 hours of nocturnal survey on 16 October 2025, and during 3.17 hours of diurnal survey on 17 October 2025

professional biologists) allowing posting of species identifications, including incorrect ones.

Table 2 of the Smallwood memo[4] lists the probability of occurrence of special status birds at the Project site, appearing to rely almost exclusively on iNaturalist and eBird data. The table identifies reported species occurrences as being "Very close" if reported with 1.5 miles of the Project site. Of the 60± species the Smallwood Table 2 lists, the vast major are defined as "In region", meaning that the iNaturalist or eBird posting was between 4 and 30 miles from the Project site. The diversity of habitats within 30 miles of the site makes such an exercise inapplicable at best and a determined misrepresentation at worst. While several species were reported within 1.5 miles of the project site, the only species identified as occurring "on-site" were observed flyovers, not birds roosting, nesting or foraging.

In summary, the Smallwood claim repeated by the commenter that *"144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential"* is patently false and misleading. After substantial consideration and review by County biologists, the County believes that the Project biological resources assessment provides an accurate and adequate analysis of the project's potential impacts to biological resources.

Comment A-6: Habitat loss and fragmentation

The EIR failed to account for the reduction in productive capacity for wildlife that will result from habitat loss. As Dr. Smallwood explains, "The site is habitat to at least 63 species of vertebrate wildlife which we observed on or adjacent to the site." (Ex. B, p. 33.) Dr. Smallwood calculates that the Project site contains approximately 188 nest sites for birds. (*Id.*, p. 34.)

As a result of habitat loss and fragmentation from the Project, Dr. Smallwood predicts that the loss of 188 nest sites would corresponds to an overall loss of 757 fledglings per year and an overall loss of 851 birds per year, most of which are protected by the federal Migratory Bird Treaty Act and California's Migratory Bird Protection Act . (Ex. A, p. 34.) Dr. Smallwood concludes that "[t]he loss of 851 birds would easily qualify as an unmitigated

[4] Ibid.

significant impact." (*Id.*) The EIR must be revised to analyze, disclose, and mitigate this impact to the extent possible.

Response A-6: First, again it must be noted that the habitat value of Project lands is currently near zero. Periodically throughout the year, the Project site is disced and cultivated, planted with non-native vegetable crops, harvested and reside plowed under, then these lands lie fallow for months before farming operations resume. The argument that the Project EIR failed to account for the reduction in productive capacity of these lands for wildlife that will result from habitat loss is unfounded and has no basis in fact.

The development of the Project will have no effect on local or regional habitat fragmentation. As noted, the entire 620±-acre site is in active cultivation and the entire site is planned for mixed-use development that has the potential to actually increase habitat, nesting and foraging opportunities for a wide range of species that have no resources to take advantage of on this site. The tortured statistical argument Smallwood et al put forth is an abstraction and unreasonable extrapolation, and does not accurately represent or analyse probable species occurrences or circumstance at the site or in the vicinity. Neither productive capacity nor nesting birds will be significantly affected by the proposed project. In this regard, it should be noted that the project is required to conduct pre-construction nesting bird survey to further ensure that Project development does not have a significant adverse impact on nesting birds.

Comment A7: Wildlife Movement

Dr. Smallwood found that the EIR failed to adequately assess the Project's impacts on wildlife movement. (Ex. B, pp. 34-35.) The EIR's conclusion that wildlife movement impacts would be less than significant stands in sharp contrast to what Dr. Smallwood observed on site. As Dr. Smallwood explains,

The project site is obviously important to wildlife movement in the region, because Noriko and I observed many large mixed flocks of red-winged blackbirds and yellow-headed blackbirds fly across the southern aspect of the project site, mostly heading east or west (Photo 21). We also observed large flocks of brown-headed cowbirds, American pipits and California horned larks flying across the project site, as well as smaller flocks of American white pelicans, great-tailed grackles, common ravens, snowy egrets (headed north), house finches, western meadowlarks, and turkey vultures. We also observed birds flying across singly, including Caspian

tern, great blue heron, and short-eared owl, and there were birds foraging on the site, including American kestrel and Say's phoebe. All the bat species we detected had passed over part of the project site, because we would not have detected them unless they were calling within 30 feet of our detectors.

The evidence is overwhelming that the project site is situated on the daily flight paths of thousands of birds. It is also adjacent to two large areas of natural vegetation cover, it includes a long reach of freshwater marsh that is loaded with common yellowthroats, marsh wrens, American coots, pied-billed grebes and gadwall.

(*Id.*)

Rather than engaging with the actual conditions at the Project site, the EIR relies on speculative statements such as "[the Project site] is not expected to be in use as an established corridor" and "it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species." (Ex. A, p. 35.) Instead of speculation, the EIR's conclusions "should have been based on a program of observations to establish whether and how wildlife use the project site for movement in the region." (*Id.*) Without such an analysis, the EIR fails to provide substantial evidence that impacts to wildlife movement will be less than significant.

Response A-7: Again, it must be made clear that the subject property is, for all intent and purposes, essentially devoid of vegetation that could provide shelter or cover for wildlife moving across the site. Smallwood et al focuses on movement of birds, which can fly across the site regardless of its condition. As WSP explains below[5]:

Wildlife linkages (corridors) link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Linkages or wildlife movement corridors effectively act as links between different populations of a species.

The (Project) survey area was assessed to determine if a wildlife linkage occurs on or within a portion of the project site. In the 2001 *Missing Linkages: Restoring Connectivity to the California Landscape*, ...three potential wildlife movement corridors were identified: (1) Whitewater River from the Salton Sea north to the San Gorgonio Mountains, (2) east-west just north of the Salton Sea and connects the Santa Rosa Mountains to the foothills of the Chocolate Mountains, and (3) north of Indio and connects the Santa Rosa Mountains with Joshua Tree national Monument. Due to the

[5] Response to Thermal Op. cit., WSP, Inc. 2022.

disturbed nature of the agricultural activities surrounding the project site, there are no wildlife movement corridors or linkages within the project site. Therefore, wildlife movement corridors will not be impacted by the proposed project.

Currently, there is no suitable habitat for any sensitive wildlife species to occur on-site. However, it is well known that the southern portion of the Coachella Valley is historically known as a stopping place for large numbers of migratory birds. We also know that buildings with windows are known to have an increase in avian mortality. As the project site does not provide suitable habitat for any sensitive avian species, development of the property will not increase the number of sensitive species based on the change in property conditions. As noted in Dr. Smallwood's observations, a number of bird species were observed flying over the project site. The development of the project will not impede the flight path of avian species, and the development will continue to allow migratory birds access to the surrounding available resources.

Comment A-8: Bird-Window Collisions.

The EIR fails to account for the impact to bird species from collisions with the Project's glass windows and facades. The impacts from window collisions are important because such collisions "are often characterized as either the second or third largest source or human-caused bird mortality." (Ex. B, p. 36.) Dr. Smallwood calculated that the Project would result in *4,677 bird deaths per year* due to collisions with the Project's windows and glass facades. (*Id.*, p. 38.) The EIR must be revised to disclose, discuss, or mitigate this impact to the extent feasible.

Response A-8: The most common source of bird-window strikes is glass reflecting the sky, trees, or habitat, tricking birds into seeing what appears to them to be an open flight path, especially with large, clear, or parallel windows creating "pass-through" effects, combined with indoor lights attracting migrants at night and territorial males attacking their reflections. Due to the challenges of cooling buildings in the desert, large expanses of glass are generally avoided and limited to special use areas (lobbies, art studios and similar spaces), thereby limiting apparent "pass-through" effects that can confuse birds in flight. World-wide, the greatest incidents of bird-window collisions are with migratory birds, and to a lesser extent resident birds.

It should also be noted that there is no regulation, such as building codes, that address the issue of bird-window collisions. If instances of bird-window

collisions occur, window visibility can be improved by a variety of well-known and proven window treatments. No additional mitigation is required or warranted.

Comment A-9: House Cat Predation

The EIR fails to account for the impact to wildlife from the introduction of domestic cats to the area. As Dr. Smallwood explains:

> In 2012 there were 0.44 house cats per human in the USA, and 122 vertebrate animals were killed per cat, free-ranging members of which killed disproportionately larger numbers of vertebrate wildlife. The SEIR reports there would be 1,574 residential units in the project, and it predicts there would be 4,958 new residents. ***The above rates of cat ownership applied to this number of new residents would predict 1,618 new cats, which based on the findings of Loss et al. (2013) would kill 197,396 vertebrate wildlife per year.***
>
> (Ex. B, p. 39.)

Furthermore, cats introduce *Toxoplasma gondii*, which is "a parasite that can infect virtually all warm-blooded animals." (Ex. B, p. 39.) *Toxoplasma gondii* can cause toxoplasmosis, which in severe cases can damage the brain, eyes, or other organs. (Center For Disease Control, About Toxoplasmosis, https://www.cdc.gov/toxoplasmosis/about/index.html.) Additionally, "[i]nfants infected [by *Toxoplasma gondii*] while still in the womb often have no symptoms at birth but can develop symptoms later in life." (*Id.*)

Dr. Smallwood concludes that "[i]mpacts to wildlife from the introduction of house cats into the environment would be highly significant, and yet these impacts are not considered in the DEIR. (Ex. B, p. 40.) The EIR must be revised to disclose and analyze this impact. The revised EIR should also consider whether mitigating this impact is feasible through requirements on future residents constraining house cat ownership by, for example, requiring cats to remain indoors. (*Id.*)

Response A-9: There is little question that house and feral cats (and some other pets) kill large numbers of birds, small mammals and reptiles each year. Under California law domestic cats are viewed as property. Nonetheless, state agencies are empowered to manage free-roaming/feral cats as wildlife threats. However, feelings run strong with cat owners and California has recently adopted regulations banning cat declawing (AB 867) effective Jan

1, 2026. For domestic (versus feral) cats, owners are encouraged to confine cats indoors, make animal abandonment illegal, and fine cat owners for unneutered, impounded cats, and local ordinances adding curfews or colony bans where empowered to do so. California and other states lack strict indoor-only mandates for domestic cats. It is expected that the Project developer and residents will rely on education and local action to curb cat predation on native wildlife. Again, it should be noted that there is currently no viable habitat on the Project site, and that the number of species using the site is very low. While site development and associated landscaping will attract birds, most of these will be common opportunities species.

With the regard for the potential of domestic cats to introduce the parasite *Toxoplasma gondii* to human or wildlife populations, it is estimated that 15 to 40 percent of domestic cats in the US have been infected with this parasite at some time in their lives. Spread is by ingestion of shed oocysts (parasite eggs), although the percentage of cats actively shedding oocysts (the infectious stage) at any given time is much lower.[6] A variety of strategies are available to help control the spread of this parasite, including avoiding uncooked or undercooked meats, keeping cat litter boxes clean and practicing good personal hygiene, keeping cats indoors and feeding cats only commercial pet foods. There are no strict mandatory controls currently being applied to *Toxoplasma gondii.* Agencies such as the federal Center for Disease Control (CDC) and the Food and Drug Administration (FDA) provide guidance on control of the parasite, while local health agencies encourage responsible pet waste management and pet care as effective means of preventing environmental contamination and possible impacts to wildlife. No further mitigation is available or required. Also see attached Appendix C: Response to Thermal Ranch Specific Plan Environmental Impact Report comment letter from SAFER dated December 10, 2025, prepared by WSP.

Comment A-10: Traffic-Wildlife Collisions

The EIR fails to address the impacts to wildlife from collisions with traffic generated by the Project. This omission is important because, as Dr. Smallwood explains,

6 "Toxoplasma gondii infection in domestic and wild felids as public health concerns: a systematic review and meta-analysis", Kareem Hatam-Nahavandi et al,, National Library of Medicine, May 4, 2021.

> Vehicle collisions have accounted for the deaths of many thousands of amphibians, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

(Ex. B, p. 40.) According to the EIR, the Project would result in 63,260,124 annual vehicle miles traveled ("VMT"). (*Id.*, p. 42.) Based on the Project's annual VMT, Dr. Smallwood estimates that traffic from the Project will kill at least 26, 908 vertebrates annually. (*Id.*) Especially due to the special-status species occurring and likely to occur at or near the Project, these collisions represent a significant impact to wildlife that must addressed, discussed, and mitigated in a revised EIR.

Response A-10: As the Project biologists point out in attached Appendix C, compensatory mitigation for impacts to common wildlife species impacted by an increase in vehicle traffic is not required under CEQA guidelines. Since the removal of unsuitable habitat would not result in an increase in vehicle collisions with sensitive wildlife species, no compensatory mitigation is required. It should also be noted that the Project will utilize native and drought-tolerant non-native landscaping, that is expected to be beneficial to the overall ecosystem following project construction. No further measures are available or warranted.

Comment A-11: Cumulative Impacts

The EIR's analysis of cumulative impacts to biological resources is fundamentally flawed for not meeting the requirements of CEQA. As required by the CEQA Guidelines,

The following elements are necessary to an adequate discussion of significant cumulative impacts: (1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that

describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency. (

14 CCR § 15130(b).

The EIR is fundamentally deficient in its cumulative impact analysis (not only for biological resources but for *all* impacts analyzed in the EIR) because the EIR contains neither a list of past, present, and probable future projects nor a summary of projections contained in an adopted local, regional or statewide plan, or related planning document. In other words, this EIR plainly violates CEQA Guideline 15130(b) and, as a result, the cumulative impact analysis for every impact in the EIR must be revised to comply. The failure to utilize one of the two methods required by Guideline 15130(b) is fatal to this EIR.

For cumulative biological impacts specifically, the EIR relies primarily on its faulty wildlife surveys (see, *supra*, Section V.A) to conclude that the Project site has "low conservation value." (Ex. B, p. 42.) However, because the surveys that informed that conclusion are faulty, the conclusion cannot be relied upon. The EIR then claims that mitigation payments to the CVMSHCP would mitigate any cumulative impacts of the Project. However, as Dr. Smallwood notes, the CVMSHCP does *not* cover all of the special-status species observed on the Project site or likely to occur at the Project site. (*Id.*, p. 43.) As a result, mitigation payments to the CVMSHCP will have no benefit for these special-status species and cannot be relied upon to conclude that cumulative impacts will be less than significant. For those reasons, the EIR must be revised to comply with CEQA Guideline 15130(b) and to accurately analyze, disclose, ad mitigate the Project's cumulative impacts.

Response A-11: The commenter wishes to ignore the substantial investment and commitment that has been made by the County and local jurisdictions in the development and implementation of the Coachella Valley Multiple Species Habitat Conservation Plan. The CVMSHCP addresses habitat conservation across more than 1.1 million acres of the Coachella Valley, including the Project planning area. It provides direct coverage for 27 sensitive species and important habitat and ecological processes. It incorporates and takes

into account the various land use plans development by the County and the local jurisdictions and makes provision for landscape-scale Conservation Areas.

As the Project biologists point out, the CV MSHCP was prepared so every project in the Coachella Valley, regardless of size, would contribute to the Plan through the payment of development impact fees. This includes projects that have no potentially significant impacts to covered species under the Plan. This cumulative payment of fees is used to offset regional impacts to projects outside of the designated conservation areas, so the high-quality conservation areas that provide suitable habitat for sensitive species can be conserved. In addition, the proposed Project is not within or adjacent to a conservation area and the habitat within the project site is not suitable for supporting a population of any sensitive plant or wildlife species, cumulative impacts associated with the development of this project are not considered significant under CEQA.

Comment A-12: **The EIR's mitigation measures for biological resources are inadequate.**

Dr. Smallwood critiqued the EIR's proposed mitigation measures as being inadequate to reduce the Project's impacts to biological resources to less than significant levels. (Ex. B, pp. 44-45.) For example, the pre-construction surveys required by mitigation measure BIO-1 lack any objective standards and, as a result, "allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area or when to relax the buffers for any given species." (*Id.*)

Dr. Smallwood provides a list of feasible mitigation measures that should be incorporated into the Project to reduce impacts to biological resources. (Ex. B, pp. 45-47.) These measures include: (1) compensatory mitigation for species not covered by the CVMSHCP; (2) adhering to Bird-Safe Design Guidelines to reduce bird-window collisions; (3) compensatory mitigation for wildlife killed/injured by vehicles and window collisions; and (4) a requirement for native landscaping. (*Id.*) The EIR should be revised to adopt these feasible mitigation measures prior to approval of the Project.

Response A-12: The Draft EIR was reviewed by state and local conservation groups and agencies. The California Department of Fish & Game provided input that has been incorporated into modified mitigation measures addressing impacts to biological resources. As clearly indicated above, the proposed project is a Covered Activity under the CV MSHCP, and the payment of

development impact fees will provide a substantial boost to landscape-scale conservation efforts in the eastern Coachella Valley. Beyond those mitigation measures set forth in the Draft and Final EIR, no additional mitigation is required.

Comment A-13: **Valley Fever (Comment from Baseline Environmental Consulting Addendum to Lozeau Drury December 10, 2025 Comment Letter)**

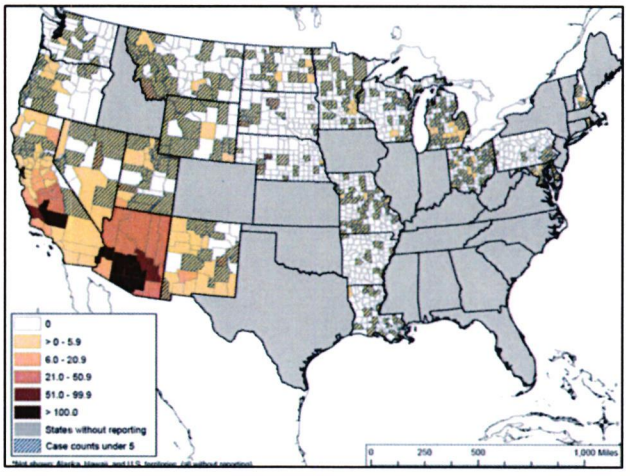
Valley fever, also known as coccidioidomycosis, is a disease caused by inhaling spores of the fungus Coccidioides from airborne dust and soil. Coccidioides grow best in soil after heavy rainfall and then disperse into the air most effectively during hot, dry conditions. Exposure to Coccidioides can infect the lungs and cause respiratory symptoms including cough, fever, chest pain, and tiredness.

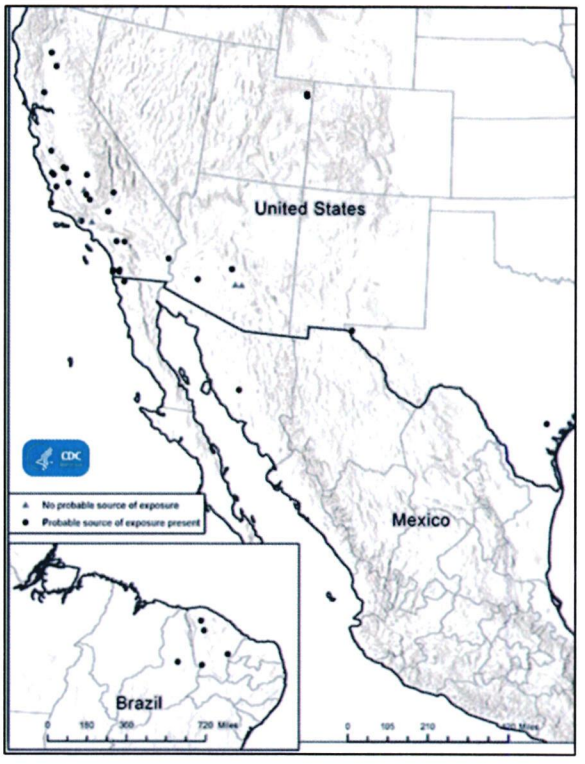
In California, the number of reported Valley fever cases has greatly increased in recent years. Since 2000, Valley fever cases increased from less than 1,000 cases to nearly 12,500 cases in 2024, the highest number on record for California.[6] Riverside County, where the project is located, confirmed 465 cases in 2024. As of August 2025, 322 cases have been reported, which is a 58% rise from the same period last year.[7]

The DEIR and FEIR did evaluate the potential risk of Valley fever to receptors exposed to dust emissions during project construction. The failure of the DEIR and FEIR to evaluate, disclose, and mitigate (if necessary) the risk of Valley fever to receptors during project construction presents a significant date gap.

Response A-13: The commenter's assertions are noted. However, since Riverside County comprises a population of 2.5 million people, and according to the map below produced by the CDC, Riverside County experiences 0-5.9 cases of Valley Fever per 100,000 population annually, there is no evidence that Valley Fever is a significant health risk in Coachella Valley. Furthermore, the commenter fails to point out that Valley Fever cases in Riverside County have gone down, from 206 in 2023, to 181 in 2024[7].

7 CDPH, Cumulative Reported Suspect, Probable, and Confirmed Annual Cases of Coccidioidomycosis by Local Health Jurisdiction and Year of Estimated Onset, California, 2022-2024





According to the federal CDC, there has been no outbreak of Valley fever in the Coachella Valley between 1940 and 2015, as shown in this published map.[8] Therefore, although the commenter makes claims that Valley Fever is a significant health issue in Palm Springs, the evidence they provide is not supported by fact. Valley Fever is not a significant health issue in the Coachella Valley.

8 https://www.cdc.gov/fungal/diseases/coccidioidomycosis/maps.html

APPENDIX A

Bracketed Letter

Lozeau Drury SAFER Comment
Thermal Ranch Specific Plan
Environmental Impact Report - SCH No. 2023050624
Board of Supervisors Hearing Date: Dec. 16, 2025Prepared by:

Lozeau Drury

1939 Harrison Street, Suite 150

Oakland, CA 94612

December 15, 2025

A

LOZEAU DRURY LLP

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
brian@lozeaudrury.com

December 10, 2025

Via Email

V. Manuel Perez, Chair
Karen Spiegel, Vice-Chair
Jose Medina
Chuck Washington
Yxstian Gutierrez
Board of Supervisors
County of Riverside
4080 Lemon Street
Riverside, CA 92501
cob@rivco.org

Russell Brady, Senior Planner
Planning Department
County of Riverside
4080 Lemon Street, 9th Floor
Riverside, CA 92502
rbrady@rivco.org

Re: SAFER Comment
Thermal Ranch Specific Plan
Environmental Impact Report - SCH No. 2023050624
Board of Supervisors Hearing Date: Dec. 16, 2025

To Chair Perez, Vice-Chair Spiegel, and Honorable Supervisors:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") and its members living or working in and around the County of Riverside ("County") regarding the Thermal Ranch Specific Plan Project ("Project") to be heard at the Board of Supervisors' December 16, 2025 meeting.

SAFER is concerned that Project's Environmental Impact Report ("EIR") is inadequate under the California Environmental Quality Act ("CEQA") due to: (1) failing to require all feasible mitigation measures for the Project's significant and unavoidable impacts to operational air quality; (2) failing to demonstrate that additional mitigation for the Project's significant and unavoidable impacts to agricultural resources is infeasible; (3) failing to adequately analyze, disclose, and mitigate the Project's air quality impacts; and (4) failing to adequately analyze, disclose, and mitigate the Project's impacts to biological resources. SAFER also joins in the comments submitted on behalf of CARE California and the Leadership Council for Justice & Accountability.

Due to the EIR's shortcomings, SAFER respectfully requests that the Board refrain from approving the Project and EIR at this time and, instead, direct planning staff

to revise the EIR prior to taking any further action on this Project.

PROJECT DESCRIPTION

The Project proposes: a 231-acre equestrian center and related show facilities, including barns, stabling, and related equestrian services; 1,362 dwelling units ranging in densities from 0.67 to 27.3 units per acre and up to 320 RV spaces; 275,000 square feet of retail and other commercial space, including 75,000 square feet of equestrian event-related retail space; 10,000 square feet of office space in Planning Area 1 150,000 square feet of retail space in Planning Area 6; and a 54.4-acre mixed use resort with a 150 key resort hotel, beach club, pool and other recreational amenities. The Project also requires an off-site 5-million-gallon domestic water reservoir to meet Project demand and fire flows. The new reservoir will be at the existing, improved CVWD Middleton reservoir site located approximately 2.4 miles southwest of the Project site.

The 622-acre Project site is located in the southeastern portion of the Coachella Valley in the central unincorporated area of Riverside County. The entire Project site is currently in agricultural use inclusive of several ag-related haybarns, packing sheds, and other structures, which are planned for removal.

LEGAL STANDARD

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an EIR (except in certain limited circumstances). (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 109 (*CBE v. CRA*).)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 CCR § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1354 (*Berkeley Jets*); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.)

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (14 CCR § 15002(a)(2) and (3); see also *Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley,* 52 Cal.3d at 564.) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (14 CCR § 15002(a)(2).) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub. Res. Code, § 21081; 14 CCR § 15092(b)(2)(A) and (B).)

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal.App.4th at 1355 [quoting, *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391, 409, n. 12.) "A prejudicial abuse of discretion occurs 'if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process.'" (*Berkeley Jets*, *supra*, 91 Cal.App.4th at 1355.)

An EIR must "include[] sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises." (*Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 510.) "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." (*Id.* at 516.) "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." (*Id.*) As the Court emphasized:

> [W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

(*Id.* at 514.)

In general, mitigation measures must be designed to minimize, reduce or avoid an identified environmental impact or to rectify or compensate for that impact. (14 CCR

§ 15370.) Where several mitigation measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. (14 CCR § 15126.4(a)(1)(B).) A lead agency may not make the required CEQA findings unless the administrative record clearly shows that all uncertainties regarding the mitigation of significant environmental impacts have been resolved.

DISCUSSION

I. The EIR Fails to Adopt All Feasible Mitigation Measures for the Project's Significant and Unavoidable Impacts to Operational Air Quality.

CEQA prohibits a lead agency from approving a project with significant environmental effects if there are feasible mitigation measures or alternatives that can substantially lessen or avoid those effects. (Pub. Res. Code § 21002; *Mountain Lion Found. v. Fish & Game Comm'n* (1997) 16 Cal.4th 105, 134; *Laurel Heights*, 47 Cal.3d at 403 ["The chief goal of CEQA is mitigation or avoidance of environmental harm"].) CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (PRC §21061.1; 14 CCR § 15364.) "The core of an EIR is the mitigation and alternatives sections." (*Citizens of Goleta Valley*, 52 Cal.3d at 564.) When an EIR concludes that a project will have significant impacts, the lead agency has two duties: to meaningfully consider feasible mitigation measures and alternatives, and to identify mitigation measures and alternatives rejected as infeasible. (See *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1353.) A-1

The lead agency may not approve a project with significant impacts unless it makes one or more of three findings:

(1) that changes or alternations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment;

(2) that the agency making the findings lacks jurisdiction to make the change, but that another agency does have such authority, and either has made or can and should make, the change; and/or

(3) that specific economic, legal, social, technological, or other considerations ... make infeasible the mitigation measures or project alternatives identified in the EIR.

(Pub. Res. Code §21081(a); 14 CCR §15091(a.).)

When a comment suggests "better ways to avoid or mitigate the significant environmental impacts" (14 CCR §§15088(c), 15204(a)), the lead agency must respond

to the comment by either explaining why further consideration of the alternative or mitigation was rejected or by providing an evaluation of the alternative. (*Marin Mun. Water Dist. v. KG Land Cal. Corp.* (1991) 235 Cal.App.3d 1652, 1666; *Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 992 (*CNPS*).) "'[A]n adequate EIR must respond to specific suggestions for mitigating a significant environmental impact unless the suggested mitigation is facially infeasible.' [citation omitted] 'While the response need not be exhaustive, it should evince good faith and a reasoned analysis.'" (*CNPS*, 177 Cal.App.4th at 992 [citing *L.A. Unified School Dist. v. City of L.A.* (1997) 58 Cal.App.4th 1019, 1029; see also, *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 442, fn. 8.)

The EIR concludes that the Project will result in significant and unavoidable operational air quality impacts due to emissions of carbon monoxide (CO), nitrogen oxides (NOx), and reactive organic gases (ROG). (DEIR, p. 4-2.) The EIR explains that "[a]pproximately 80% of CO emissions, 83% of NOx emissions, and 45% of ROG emissions associated with Project operations are from mobile sources, resulting in part from the large quantity of daily vehicle trips that the Project is projected to produce during the peak October to April equestrian competition. (DEIR, p. 4-3.) The EIR then claims that these mobile emissions have been mitigated to the extent feasible through measures aimed at reducing vehicle miles traveled (VMT). (*Id.*)

However, the EIR fails to demonstrate that additional electric vehicle (EV) parking, beyond the bare minimum required by code, is infeasible for this Project. The EIR points to the Riverside County Climate Action Plan Update, which requires the installation of EV charging stations in all garages of new units of residential development, and the state's Title 24, which requires a certain percentage of overall parking spaces to be EV spaces, as evidence that the County has imposed all feasible EV mitigation measures. (DEIR, p. 2.5-17.) The EIR also references Mitigation Measure AQ-3 as reducing mobile source emissions. (*Id.*) However, Measure AQ-3 only requires the applicant to comply with state "energy use guidelines," which have nothing to do with EV spaces. The EIR mischaracterizes the issue. The question is not whether *any* measures have been applied to reduce VMTs. Rather, the question is whether there are additional, feasible mitigation measures to reduce VMTs could be applied to the Project prior to concluding that the operational air quality impacts are significant and unavoidable.

A-1
Cont.

Because the Project's operational air quality impacts remain significant and unavoidable even with incorporation of regulations and MM AQ-3, the County must require all feasible mitigation measures to reduce the impacts to the extent feasible prior to proceeding with the Project. (Pub. Res. Code §21081(a); 14 CCR §15091(a.).) There is ample opportunity for the County to expand requirements for EV spaces beyond the bare minimum required by Title 24. Regulations such as Title 24 represent the *floor* of what the Project must do, not the ceiling. For example, beyond the bare minimum of EV

spaces currently required for the Project, Title 24 includes Tier 1 and Tier 2 voluntary measures that demonstrate the potential feasibility of requiring more EV spaces. (CalGreen §§ A5.106.5.3.1, A5.106.5.3.2.) Under these voluntary standards, the Project would provide 30-45% of the total spaces as EV capable spaces, of which 33% would also have chargers. The fact that Title 24 includes these voluntary standards—which go beyond the bare minimum—demonstrates that the standards are potentially feasible for this Project. The County cannot certify this EIR until the maximum feasible amount of EV spaces are required.

A-1 Cont.

II. The EIR Lacks Substantial Evidence to Conclude that Agricultural Conservation Easements as Mitigation for Significant and Unavoidable Impacts to Agricultural Resources Are Infeasible.

The EIR concludes that that Project's conversion of 568.30 acres of Prime Farmland and 52.59 acres of Farmland of Statewide Importance to non-agricultural uses will result in a significant and unavoidable impact to agricultural resources. (DEIR, p. 4-1 to -2.) The California Department of Conservation submitted a comment, dated June 23, 2023, recommending that the County consider agricultural conservation easements as mitigation to substantially lessen the Project's impacts. (DEIR, p. 2.4-22.) As noted in the EIR, the Court of Appeal has held that agricultural conservation easements can be effective at *partially* reducing significant and unavoidable impacts, even if the impacts are not reduced to less-than-significant levels. (*Id.* [citing *V Lions Farming, LLC v. County of Kern* (2024) 100 Cal.App.5th 412, 437.)

A-2

Rather than requiring agricultural conservation easements as recommended by the Department of Conservation, the EIR claims that "requiring purchase of a conservation easement on other lands would also add a significant cost to the Project, which could potentially render it financially infeasible." (DEIR, p. 4-2.) The EIR's claim of infeasibility, without more, is deficient. Although mitigation measures may be found infeasible on economic grounds.(Pub. Res. Code § 21081(a)(3); 14 CCR § 15091(a)(3)), findings of economic infeasibility must be supported by relevant economic evidence. (See, e.g., *County of San Diego v. Grossmont Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 108 [community college's proportional share of cost of off-campus traffic mitigation measures could not be found economically infeasible in absence of cost estimates]; *Burger v. County of Mendocino* (1975) 45 Cal.App.3d 322, 326-27 [infeasibility finding based on economic factors cannot be made without estimate of income or expenditures to support conclusion that proposed mitigation would make project unprofitable].)

The EIR conclusory statement that conservation easements could potentially render the Project infeasible does not meet CEQA's standard for infeasibility. If the County wants to claim that conservation easements are infeasible, the County must provide comparative evidence demonstrating that the easements would make the

Project unprofitable. Notably, the fact that the easements might make the Project *less* profitable is not a reason to reject the mitigation measure—the County must show that the Project would be rendered unprofitable. (See *Burger*, *supra*, (1975) 45 Cal.App.3d at 327.)

A-2 Cont.

III. The EIR's fails to provide substantial evidence that the Project's air quality impacts will be less than significant.

Air quality expert Patrick Sutton of Baseline Environmental Consulting ("Baseline") reviewed the EIR's air quality analysis. Baseline's comment letter and Mr. Sutton's CV are attached as Exhibit A.

In order to evaluate the Project's air quality impacts, the EIR relies on emission estimates for construction and operation of the Project calculated using the California Emissions Estimator Model Version 2022.1 ("CalEEMod"). This model relies on recommended default values based on site specific information related to a number of factors. "The default construction parameters can be modified based on site-specific information, but the user is required to justify all changes from the default model settings based on substantial evidence." (Ex. A, p. 1.)

Baseline reviewed the Project's CalEEMod files and found that the EIR made improper adjustments to the Project's construction length, which resulted in the EIR incorrectly concluding that air quality impacts would be less than significant. (Ex. A, pp. 1-3.) According to the EIR, the Project would be constructed in two phases with Planning Areas 1 and 4 completed in 2026 and Planning Areas 2, 3, 5, and 6 complete in 2032. For its air quality analysis, the EIR assumed that all Planning Areas would be constructed simultaneously over a 7-year period. (*Id.*, p. 2.)

A-3

If each Planning Area were constructed sequentially with no overlap, "the total default construction schedule would be 12,190 works days (~47 years)." (Ex. A, p. 2.) The EIR's CalEEMod reduced that default construction schedule by 84% to fit the proposed 7-year construction schedule. However, the EIR's CalEEMod did not account for the fact that in order to complete construction on the 7-year timeline, the CalEEMod's default intensity of daily construction equipment activity (i.e. the CalEEMod does not account for the construction intensity needed to complete construction in 1/6th of the time). (*Id.*) As explained by Baseline:

> To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, ***which would exceed the applicable thresholds of significance***.

(Ex. A, p. 3.) As a result of this error, the EIR fails to adequately analyze, disclose, and mitigate the Project's significant air quality impacts. The EIR must be revised to disclose this impact and mitigate it to the extent feasible.

Baseline also found that the EIR improperly assumed that there would be no overlap between construction and operation of the Project (i.e. the EIR assumed that construction of all Planning Areas would be complete in 2032 and that operational emissions would only occur in 2032 and later). (Ex. A, p. 3.) However, it is more reasonable to assume that each Planning Area will become operational upon completion of its construction. As a result, "there would be overlapping years of construction and operation that would result in a combination of criteria air pollutant emissions that could be significantly higher than the emissions estimated in the DEIR." (Ex. A, pp. 3-4.) The EIR should be revised to accurately disclose the impacts of overlapping construction and operation and to mitigate that impact to the extent feasible. A-3 Cont.

IV. The EIR inadequately evaluates the health risk impacts from emissions of diesel particulate matter.

Care California submitted a comment on the Draft EIR in which their air quality experts faulted the EIR for failing to conduct a quantified health risk assessment ("HRA") to evaluate the health risk impacts from Project-generated emissions of diesel particulate matter ("DPM"), a known human carcinogen, during construction of the Project. In response, the FEIR claimed that an HRA is not necessary because the Project's emissions of PM2.5 do not exceed SCAQMD's Localized Significance Thresholds ("LSTs"). (FEIR, p. 41.) However, the FEIR's response is inadequate because "SCAQMD's LSTs only apply to criteria air pollutants and were not designed to evaluate localized health risks from exposure to DPM, because the toxicities of DPM and ambient PM2.5 are not equal." (Ex. A, p. 6.) A-4

As Baseline explains,

> . . . [T]he 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." In California, only about 8% of the average ambient PM2.5 concentration in outdoor air is comprised of DPM. While the federal and state ambient air quality standards established for PM2.5 were designed to be protective of human health for ambient conditions, these standards are not representative of particulate matter emissions from construction that contain significantly higher concentrations of DPM than typical ambient concentrations due to the exhaust from diesel-powered construction equipment.

(Ex. A, p. 6.)

Because SCAQMD's LSTs are not representative of the impacts that will occur from construction-generated DPM, "there is no substantial evidence provided in the FEIR to support the use of the SCAQMD's LST for PM2.5 to evaluate potential health risks to sensitive receptors exposed to DPM from the exhaust of diesel-powered construction equipment." (Ex. A, p. 6.) In order to accurately evaluate the Project's impacts, the EIR must be revised to include a quantified HRA "to estimate the incremental increase in cancer risk for nearby sensitive receptors exposed to DPM emissions during project construction in accordance with the OEHHA guidance." (*Id.*, p. 7.) "The health risk assessment should also evaluate health risks to on-site residences that are located in completed Planning Areas while construction of adjacent Planning Areas is ongoing." (*Id.*)

Matt Hagemann, P.G., C.Hg., and Paul E. Rosenfeld, Ph.D., of the Soil/Water/Air Protection Enterprise ("SWAPE") reviewed the air quality analysis in the EIR. SWAPE's comment letter and CVs are attached as Exhibit B. SWAPE found that the EIR failed to adequately evaluate the human health impacts resulting from the Project's emissions of diesel particulate matter.

The EIR fails to provide any quantified analysis of the impacts to human health from Project-related emissions of diesel particulate matter ("DPM"). As noted by SWAPE, CEQA requires that that the EIR "correlate the increase in emissions that future projects would generate to the adverse impacts on human health caused by those emissions." (Ex. B, pp. 4-5.) Such an analysis is not possible without a quantified HRA.

A-4
Cont.

SWAPE prepared a screening-level HRA to evaluate potential impacts to human health from DPM during construction of the Project using AERSCREEN, the leading screening-level air quality dispersion model. (Ex. B, pp. 5-9.) According to the EIR, construction of the Project will generate approximately 361 pounds of DPM over the 919-day construction period. (Id. at p. 5.) SWAPE conducted their HRA to calculate the increased cancer risk resulting from those DPM emissions to the Maximally Exposed Individual Receptor located approximately 150 meters downwind of the Project site. (Id. at p. 6.) The HRA utilized age sensitivity factors in order to "account for the increased sensitivity to carcinogens during early-in-life exposure and to assess the risk for susceptible subpopulations such as children." (Id.)

SWAPE's HRA found that increased cancer risk to 3rd trimester pregnancies, infants and children during construction and operation of the Project would be 26.8 in one million, 648 in one millions, and 13.7 in one million, respectively. (Ex. B, p. 8.) Each of the above increased cancer risks exceed the CEQA significance threshold of 10 in one million established by the South Diego Air Pollution Control District ("SDAPCD"). By

failing to conduct an HRA, the EIR fails to provide substantial evidence that the Project's health impacts from DPM emissions would be less than significant. The EIR must be amended and recirculated in order to disclose this impact and mitigate it to the extent feasible. SWAPE has provided feasible mitigation measures for this impact that should be incorporated into a revised EIR. (Id. at pp. 9-10.)

A-4 Cont.

V. The EIR Fails to Adequately Disclose and Mitigate the Project's Significant Impacts to Biological Resources.

Expert wildlife ecologist Dr. Shawn Smallwood, Ph.D., reviewed the EIR's analysis of impacts to biological resources. Dr. Smallwood's comment and CV are attached as **Exhibit B**.

Dr. Smallwood found several deficiencies in the EIR's analysis of the Project's impacts on wildlife, including: (1) the EIR underestimates the diversity of species at the Project site; (2) the EIR fails to adequately analyze and mitigate the Project's impacts to habitat loss and fragmentation, wildlife movement, traffic collisions with wildlife, domestic cat predation, and cumulative impacts; and (3) the EIR's mitigation measures are inadequate to reduce the Project's impacts to biological resources to less-than-significant levels.

A. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.

Dr. Smallwood and his associate conducted two daytime wildlife surveys on October 16 and 17, 2025 and one nocturnal wildlife survey on October 16, 2025. For the daytime surveys, they walked the perimeter of the Project site using binoculars to scan for wildlife. For the nighttime survey, they walked the southern perimeter of the Project site with a bat detector. (Ex. B, p. 2.) These surveys detected "63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status." (*Id.*, p. 5.) The special-status species observed include short-eared owl, American white pelican, American kestrel, and canyon bat. (*Id.*, pp. 16-17.)

A-5

Dr. Smallwood calculated that more thorough site visits would reveal an even greater diversity of wildlife. (Ex. B, pp. 17-20.) Given more time to survey the site, Dr. Smallwood's predicts that 159 species of vertebrate wildlife, including 28 special-status species, would be detected on site. (*Id.*, p. 20.) Based on his review of the EIR and the site visits, Dr. Smallwood concluded, "[T]he large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort." (*Id.*)

The wildlife surveys conducted for the EIR fell well short of accurately documenting the richness of wildlife utilizing the Project site. According to the EIR's surveys, only *five* vertebrate species were observed on-site. Conversely, Dr. Smallwood observed nearly 13x as many species, which lead Dr. Smallwood "to question whether [the EIR] surveyed the same wildlife community that we did."(Ex. B, p. 22.) Due to the number of species observed in the EIR's surveys, Dr. Smallwood concludes that the EIR's "survey findings need to be dismissed as entirely unreliable as a characterization of the existing wildlife community."(*Id.*)

Furthermore, the EIR's review of available wildlife databases to identify which species are known to have occurred at or near the Project site was inadequate. (Ex. B, pp. 22-31.) The EIR relied on the California Natural Diversity Data Base ("CNDDB") to determine which species have potential to occur in the Project area. (*Id.*, p. 23.) However, as Dr. Smallwood explains:

> By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, [the EIR] screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community.
>
> . . .
>
> Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence.

(*Id.*)

A-5
Cont.

Based on available databases (including CNDDB, iNaturalist, and eBird) and site visits, Dr. Smallwood found that "144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential." (Ex. B, p. 23.) The EIR Biological Report only analyzed the occurrence potential for 32 special-status species, which amounts to only 22% of the special-status species identified by Dr. Smallwood. (*Id.*, p. 24.) Therefore, the EIR screened out 112 of the special-status

species known to occur at or near the Project site from further review. (*Id.*) For the 32 special-status species that were analyzed, the EIR claims that all of them were either absent from the site or have a low likelihood of occurring. Those conclusions are not accurate because, of those 32 species, "five have been documented as certainly or probably on the project site, and four have been documented within 1.5 miles of the site, and another two have been documented between 1.5 and 4 miles of the site." (Ex. B, p. 24.) special-status species, "34 have been documented on the project site, 25 have been within 1.5 miles, and 44 have been documented between 1.5 and 4 miles of the site." (*Id.*) Further analysis is needed in the EIR to address possible impacts to those species before determining that the Project will not result in significant impacts. A-5 Cont.

Every EIR must start from a "baseline" assumption. The CEQA "baseline" is the set of environmental conditions against which to compare a project's anticipated impacts. *Communities for a Better Envt. v. So. Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321; see 14 CCR § 15125(a). Due to the inadequate analysis on the Biological Report, the EIR underestimates the biological baseline at the Project site and, as a result, cannot provide substantial evidence about the severity of the Project's impacts on biological resources. As a result, the EIR must be revised to properly disclose the biological baseline and the impacts of this Project.

B. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.

Dr. Smallwood found that the EIR failed to adequately discuss numerous significant impacts that the Project will have on biological resources due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts. (Ex. B, pp. 33-44.) By failing to disclose and mitigate these impacts, the EIR is inadequate and must be revised.

1. <u>Habitat loss and fragmentation</u>

A-6

The EIR failed to account for the reduction in productive capacity for wildlife that will result from habitat loss. As Dr. Smallwood explains, "The site is habitat to at least 63 species of vertebrate wildlife which we observed on or adjacent to the site." (Ex. B, p. 33.) Dr. Smallwood calculates that the Project site contains approximately 188 nest sites for birds. (*Id.*, p. 34.)

As a result of habitat loss and fragmentation from the Project, Dr. Smallwood predicts that the loss of 188 nest sites would corresponds to an overall loss of 757 fledglings per year and an overall loss of 851 birds per year, most of which are protected by the federal Migratory Bird Treaty Act and California's Migratory Bird

Protection Act . (Ex. A, p. 34.) Dr. Smallwood concludes that "[t]he loss of 851 birds would easily qualify as an unmitigated significant impact." (*Id.*) The EIR must be revised to analyze, disclose, and mitigate this impact to the extent possible.

A-6 Cont.

2. Wildlife Movement

Dr. Smallwood found that the EIR failed to adequately assess the Project's impacts on wildlife movement. (Ex. B, pp. 34-35.) The EIR's conclusion that wildlife movement impacts would be less than significant stands in sharp contrast to what Dr. Smallwood observed on site. As Dr. Smallwood explains,

> The project site is obviously important to wildlife movement in the region, because Noriko and I observed many large mixed flocks of red-winged blackbirds and yellow-headed blackbirds fly across the southern aspect of the project site, mostly heading east or west (Photo 21). We also observed large flocks of brown-headed cowbirds, American pipits and California horned larks flying across the project site, as well as smaller flocks of American white pelicans, great-tailed grackles, common ravens, snowy egrets (headed north), house finches, western meadowlarks, and turkey vultures. We also observed birds flying across singly, including Caspian tern, great blue heron, and short-eared owl, and there were birds foraging on the site, including American kestrel and Say's phoebe. All the bat species we detected had passed over part of the project site, because we would not have detected them unless they were calling within 30 feet of our detectors.
>
> The evidence is overwhelming that the project site is situated on the daily flight paths of thousands of birds. It is also adjacent to two large areas of natural vegetation cover, it includes a long reach of freshwater marsh that is loaded with common yellowthroats, marsh wrens, American coots, pied-billed grebes and gadwall.

A-7

(*Id.*)

Rather than engaging with the actual conditions at the Project site, the EIR relies on speculative statements such as "[the Project site] is not expected to be in use as an established corridor" and "it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species." (Ex. A, p. 35.) Instead of speculation, the EIR's conclusions "should have been based on a program of observations to establish whether and how wildlife use the project site for movement in the region." (*Id.*) Without such an analysis, the EIR fails to provide substantial evidence that impacts to wildlife movement will be less than significant.

3. Bird-Window Collisions.

The EIR fails to account for the impact to bird species from collisions with the Project's glass windows and facades. The impacts from window collisions are important because such collisions "are often characterized as either the second or third largest source or human-caused bird mortality." (Ex. B, p. 36.) Dr. Smallwood calculated that the Project would result in ***4,677 bird deaths per year*** due to collisions with the Project's windows and glass facades. (*Id.*, p. 38.) The EIR must be revised to disclose, discuss, or mitigate this impact to the extent feasible. A-8

4. House Cat Predation

The EIR fails to account for the impact to wildlife from the introduction of domestic cats to the area. As Dr. Smallwood explains:

> In 2012 there were 0.44 house cats per human in the USA, and 122 vertebrate animals were killed per cat, free-ranging members of which killed disproportionately larger numbers of vertebrate wildlife. The SEIR reports there would be 1,574 residential units in the project, and it predicts there would be 4,958 new residents. ***The above rates of cat ownership applied to this number of new residents would predict 1,618 new cats, which based on the findings of Loss et al. (2013) would kill 197,396 vertebrate wildlife per year***.

(Ex. B, p. 39.) A-9

Furthermore, cats introduce *Toxoplasma gondii*, which is "a parasite that can infect virtually all warm-blooded animals." (Ex. B, p. 39.) *Toxoplasma gondii* can cause toxoplasmosis, which in severe cases can damage the brain, eyes, or other organs. (Center For Disease Control, About Toxoplasmosis, https://www.cdc.gov/toxoplasmosis/about/index.html.) Additionally, "[i]nfants infected [by *Toxoplasma gondii*] while still in the womb often have no symptoms at birth but can develop symptoms later in life." (*Id.*)

Dr. Smallwood concludes that "[i]mpacts to wildlife from the introduction of house cats into the environment would be highly significant, and yet these impacts are not considered in the DEIR. (Ex. B, p. 40.) The EIR must be revised to disclose and analyze this impact. The revised EIR should also consider whether mitigating this impact is feasible through requirements on future residents constraining house cat ownership by, for example, requiring cats to remain indoors. (*Id.*)

5. Traffic-Wildlife Collisions

The EIR fails to address the impacts to wildlife from collisions with traffic generated by the Project. This omission is important because, as Dr. Smallwood explains,

> Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

A-10

(Ex. B, p. 40.) According to the EIR, the Project would result in 63,260,124 annual vehicle miles traveled ("VMT"). (*Id.*, p. 42.) Based on the Project's annual VMT, Dr. Smallwood estimates that traffic from the Project will kill at least 26, 908 vertebrates annually. (*Id.*) Especially due to the special-status species occurring and likely to occur at or near the Project, these collisions represent a significant impact to wildlife that must addressed, discussed, and mitigated in a revised EIR.

6. Cumulative Impacts

The EIR's analysis of cumulative impacts to biological resources is fundamentally flawed for not meeting the requirements of CEQA. As required by the CEQA Guidelines,

> The following elements are necessary to an adequate discussion of significant cumulative impacts: (1) Either:
> (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

A-11

(14 CCR § 15130(b).

The EIR is fundamentally deficient in its cumulative impact analysis (not only for biological resources but for *all* impacts analyzed in the EIR) because the EIR contains neither a list of past, present, and probable future projects nor a summary of projections contained in an adopted local, regional or statewide plan, or related planning document. In other words, this EIR plainly violates CEQA Guideline 15130(b) and, as a result, the cumulative impact analysis for every impact in the EIR must be revised to comply. The failure to utilize one of the two methods required by Guideline 15130(b) is fatal to this EIR.

For cumulative biological impacts specifically, the EIR relies primarily on its faulty wildlife surveys (see, *supra*, Section V.A) to conclude that the Project site has "low conservation value." (Ex. B, p. 42.) However, because the surveys that informed that conclusion are faulty, the conclusion cannot be relied upon. The EIR then claims that mitigation payments to the CVMSHCP would mitigate any cumulative impacts of the Project. However, as Dr. Smallwood notes, the CVMSHCP does *not* cover all of the special-status species observed on the Project site or likely to occur at the Project site. (*Id.*, p. 43.) As a result, mitigation payments to the CVMSHCP will have no benefit for these special-status species and cannot be relied upon to conclude that cumulative impacts will be less than significant. For those reasons, the EIR must be revised to comply with CEQA Guideline 15130(b) and to accurately analyze, disclose, ad mitigate the Project's cumulative impacts.

A-11 Cont.

C. The EIR's mitigation measures for biological resources are inadequate.

Dr. Smallwood critiqued the EIR's proposed mitigation measures as being inadequate to reduce the Project's impacts to biological resources to less than significant levels. (Ex. B, pp. 44-45.) For example, the pre-construction surveys required by mitigation measure BIO-1 lack any objective standards and, as a result, "allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area or when to relax the buffers for any given species." (*Id.*)

A-12

Dr. Smallwood provides a list of feasible mitigation measures that should be incorporated into the Project to reduce impacts to biological resources. (Ex. B, pp. 45-47.) These measures include: (1) compensatory mitigation for species not covered by the CVMSHCP; (2) adhering to Bird-Safe Design Guidelines to reduce bird-window collisions; (3) compensatory mitigation for wildlife killed/injured by vehicles and window collisions; and (4) a requirement for native landscaping. (*Id.*) The EIR should be revised to adopt these feasible mitigation measures prior to approval of the Project.

CONCLUSION

For the reasons discussed above as well as the reasons raised by other commenters, including CARE California and the Leadership Council for Justice & Accountability, SAFER respectfully requests that the Board of Supervisors refrain from approving the Project and EIR at this time and, instead, direct planning staff to revise (and recirculate as appropriate) the EIR prior to taking any further action on this Project.

Sincerely,



Brian B. Flynn
Lozeau Drury LLP

EXHIBIT A

November 3, 2025
25240-00

Brian Flynn
Lozeau Drury LLP
1939 Harrison St., Suite 150
Oakland, CA 94612

Subject: Review of Air Quality Impacts Analyzed for the Thermal Ranch Specific Plan

Dear Mr. Flynn:

Baseline Environmental Consulting (Baseline) has reviewed the Air Quality analysis section of the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for the Thermal Ranch Specific Plan (project) in the community of Thermal, Riverside County, California. The purpose of our review was to determine whether potential environmental impacts related to air quality were appropriately evaluated, mitigated, and disclosed to the public. Based on our review, we have identified flaws in the analysis used to support the significance determinations, as described in detail below.

AIR POLLUTANT EMISSIONS

Underestimated Construction Equipment Activity

According to the Air Quality and Greenhouse Gas Report (AQ Report)[1] in Appendix B the DEIR, the California Emissions Estimator Model (CalEEMod) was used to estimate the project's criteria air pollutant emissions during construction. CalEEMod includes default construction equipment activity (i.e., type, power, and intensity of equipment operations) and schedules based on the size of a proposed development. The default construction equipment activity and schedules are derived from a survey of over 50 construction sites in California. The default construction parameters can be modified based on site-specific information, but the user is required to justify all changes from the default model settings based on substantial evidence.

As described on page 1-3 of the DEIR, the project will be implemented in two phases: Phase I will involve construction of Planning Area (PA)-1 (Equestrian Center) and PA-4 (RV Park &

[1] Terra Nova Planning & Research, Inc., 2024. Air Quality and Greenhouse Gas Report for the Thermal Ranch Specific Plan. September.

Workforce Housing) to be completed in 2026, and Phase 2 will involve construction of PA-2 (Estate Residential), PA-3 (Single-Family Residential), PA-5 (Resort Residential Complex), and PA-6 (Commercial) to be completed in 2032. As described on page 33 of the AQ Report, it was also assumed that all six Planning Areas for the proposed project would be constructed over a seven-year period, beginning in 2026 and concluding in 2032. To estimate construction emissions, the AQ Report used the default model parameters for off-road construction equipment activity in CalEEMod, but reduced the default construction schedule based on the proposed 7-year construction schedule.

As shown in **Table 1**, the default construction schedule in CalEEMod for grading, site preparation, and building construction in each Planning Area would range from 415 to 5,295 workdays (1.6 to 20.4 years). If each Planning Area is constructed sequentially with no overlap, then the total default construction schedule would be 12,190 works days (~47 years). As shown in **Table 1**, the AQ Report assumed that construction of all six Planning Areas would occur simultaneously and reduced the overall default construction schedule by 84% to fit the proposed 7-year construction schedule. In other words, the AQ Report assumed that construction could be completed in approximately 1/6th of the time relative to the CalEEMod default schedule. However, the AQ Report did not increase the default intensity of daily construction equipment activity that would be needed to complete construction in 1/6th of the time.

Table 1. DEIR Modeled Schedule Reductions to CalEEMod Default Workdays

Phase	PA	Description	DEIR Modeled Acres	CalEEMod Default Workdays[1]	DEIR Modeled Workdays[2]	Net Reduction (Percentage)
1	1	Equestrian Center	223.1	5,295	1,971	84%
	4a	Workforce Housing	41.1	845		
	4b	Equestrian RV Park				
2	2	Estate Residential	194.1	3,530		
	3	Single-Family Residential	69.5	1,260		
	5a	Resort Condos	50.2	845		
	5b	Hotel				
	6	Commercial Retail	21.4	415		
		Total	**599.4**	**12,190**	**1,971**	**84%**

Note: The default workdays are for grading, site preparation, and building construction based on modeled acreage.
[1] ICF, 2022. CalEEMod User Guide, Appendix G: Default Data Tables. April.
[2] Terra Nova Planning & Research, Inc., 2024. Air Quality and Greenhouse Gas Report for the Thermal Ranch Specific Plan. Appendix A Thermal Ranch Specific Plan CalEEMod Outputs. September.

For example, the default equipment activity and schedule for grading a 600-acre site assumes that **one grader** would operate 8 hours per day for 930 workdays (7,440 hours). To grade the same site in 1/6th of the time, it would be reasonable to assume that **six graders** would be needed to operate 8 hours per day for 155 workdays (7,440 hours) to support the schedule reduction. By increasing the intensity of equipment use in proportion to the corresponding schedule reduction, the overall level of effort required to grade the site is preserved. However, the AQ Report for the DEIR did not increase the default intensity of equipment activity to preserve the level of effort required to complete construction in 1/6th of the time. To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, which would exceed the applicable thresholds of significance. The severity of criteria air pollutant emissions during project construction should be reevaluated, disclosed to the public, and mitigated below the thresholds of significance or to the maximum extent feasible.

Overlapping Construction and Operation Emissions

The AQ Report did not model the construction emissions associated with each individual phase of the project nor evaluate the emissions associated with each individual Planning Area. Instead, the AQ Report assumed that construction of all the Planning Areas would occur simultaneously from 2026 to 2032 and then operation of each Planning Area would begin in 2032 after construction is complete (see **Figure 1**).

The analysis of criteria air pollutant emissions presented in the AQ Report is not representative of the proposed project because it blurs the schedule of construction and operation for each Planning Area, and fails to disclose that construction and operation of the Planning Areas will likely overlap. For example, **Figure 2** shows a potential build scenario that would be more representative of the project, where construction of each Planning Area begins in 2026 and is completed according to the default CalEEMod schedule associated with the acreage of each Planning Area. In this scenario, it is assumed that the overall intensity of construction activity would need to be at least six times higher in 2026 than the construction intensity assumed in the AQ Report in order to complete construction within the proposed seven-year period.

As shown in **Figure 2**, there would be overlapping years of construction and operation that would result in a combination of criteria air pollutant emissions that could be significantly higher than the emissions estimated in the DEIR. The severity of the criteria air pollutant emissions from the overlapping years of construction and operation should be evaluated, disclosed to the public, and mitigated below the thresholds of significance or to the maximum extent feasible.

Figure 1. Construction and Operation Phasing Diagram of DEIR Air Quality Analysis

Phase	PA	Description	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
1	1	Equestrian Center											
	4a	Workforce Housing											
	4b	Equestrian RV Park											
2	2	Estate Residential											
	3	Single Family Residential											
	5a	Resort Condos											
	5b	Hotel											
	6	Commercial Retail											

Key
Construction
Operation

Notes: Based on CalEEMod report included in Appendix A of the AQ Report.

Figure 2. Construction and Operation Phasing Diagram of a Representative Build Scenario

Phase	PA	Description	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
1	1	Equestrian Center*											
	4a	Workforce Housing											
	4b	Equestrian RV Park											
2	2	Estate Residential**											
	3	Single Family Residential											
	5a	Resort Condos											
	5b	Hotel											
	6	Commercial Retail											

Key
Construction
Operation

Notes: Based on default CalEEMod schedules for grading, site preparation, and building construction, except as noted below.
* Reduced default building construction schedule by ¼ for barn structures.
** Reduced default building construction schedule by ½ for estate structures.

AIR QUALITY HEALTH RISKS

Unsubstantiated Analysis of Construction Health Risks

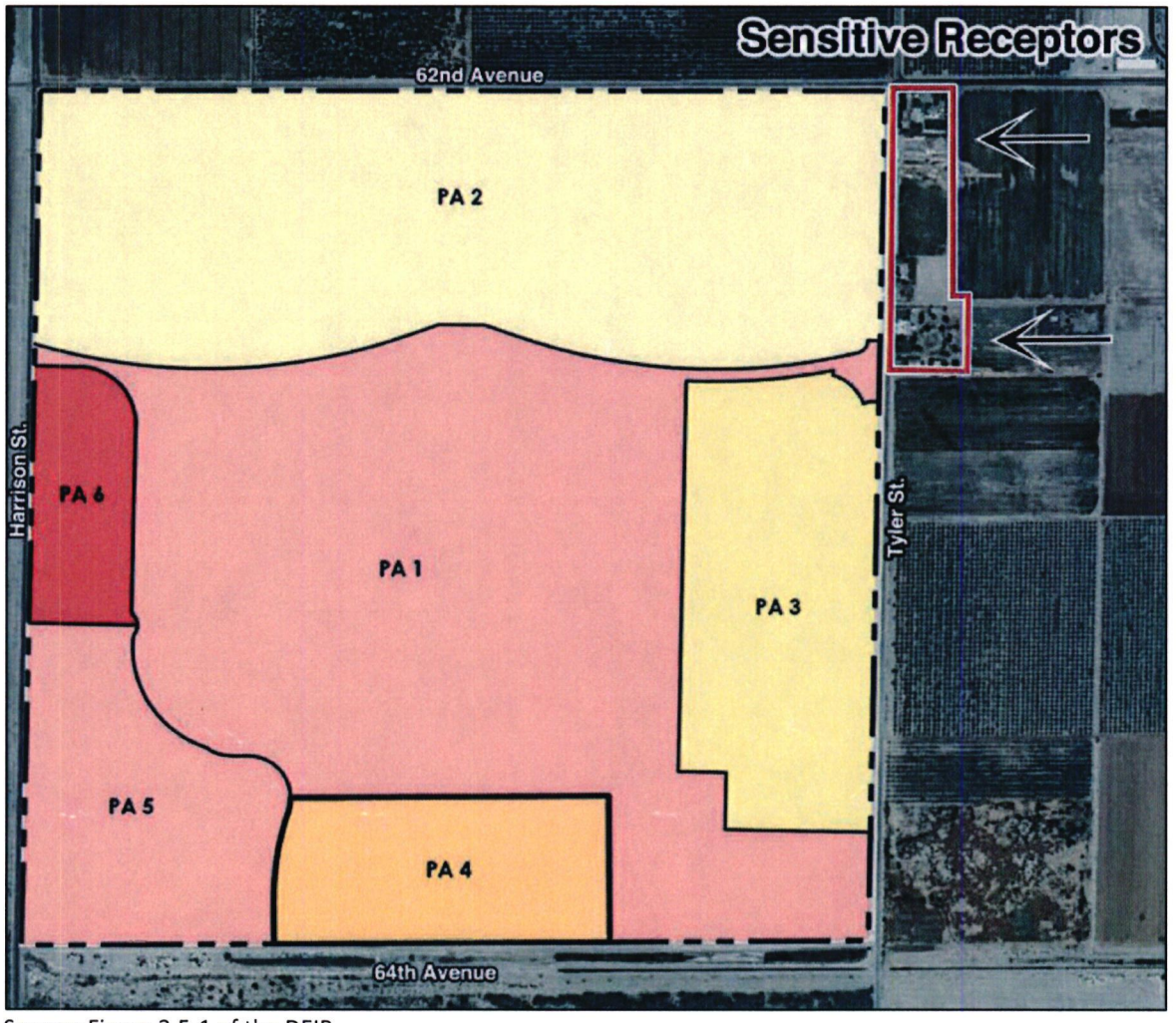
Project construction and operation would generate diesel particulate matter (DPM) emissions from the exhaust of off-road diesel equipment and on-road vehicles that could pose health risks to nearby sensitive receptors. The California Air Resources Board (CARB) has identified DPM as a toxic air contaminant (TAC) based on its potential to cause cancer and other adverse health effects.[2] Adverse health effects associated with particulate matter can vary based on factors

[2] California Air Resources Board, 1998. Initial Statement of Reasons for Rulemaking; Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, June.

such as particle size, source, and chemical composition. DPM is typically composed of carbon particles and a variety of organic compounds including more than 40 known cancer-causing organic substances.

As stated on page 37 of the AQ Report and shown in **Figure 3**, the closest sensitive receptors are residences along Tyler Street approximately 50 feet east of the project site. Sensitive receptors near the project site could be exposed to DPM emissions generated during project construction. However, the DEIR did not evaluate health risks to nearby sensitive receptors exposed to DPM during project construction.

Figure 3. Nearby Sensitive Receptors



Source: Figure 2.5-1 of the DEIR.

Comment C-4 on page 40 of the FEIR states the following:

> *The DEIR concludes that the Project will have a less than significant health risk impact on sensitive receptors because the Project's emissions do not exceed the South Coast Air Quality Management District's ("SCAQMD") localized significance thresholds ("LST"). However, this conclusion is entirely unsupported because it is not based on an analysis of the principle air pollutants which contribute to increased cancer risk– toxic air contaminants ("TACs"), including diesel particulate matter ("DPM"), a common pollutant emitted from diesel construction equipment, trucks, and generators.*

In Response C-4, the FEIR claims that use of the LST for fine particulate matter ($PM_{2.5}$) is adequate to evaluate health risks from DPM because more than 90 percent of DPM is less than one micrometer in diameter and thus is a subset of $PM_{2.5}$. However, this claim has no relevance to the fact that the SCAQMD's LSTs only apply to criteria air pollutants and were not designed to evaluate localized health risks from exposure to DPM, because the toxicities of DPM and ambient $PM_{2.5}$ are not equal.

As stated in the SCAQMD's Localized Significance Threshold Methodology,[3] the 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." In California, only about 8% of the average ambient $PM_{2.5}$ concentration in outdoor air is comprised of DPM. [4] While the federal and state ambient air quality standards established for $PM_{2.5}$ were designed to be protective of human health for ambient conditions, these standards are not representative of particulate matter emissions from construction that contain significantly higher concentrations of DPM than typical ambient concentrations due to the exhaust from diesel-powered construction equipment. Therefore, there is no substantial evidence provided in the FEIR to support the use of the SCAQMD's LST for $PM_{2.5}$ to evaluate potential health risks to sensitive receptors exposed to DPM from the exhaust of diesel-powered construction equipment.

According to the Office of Environmental Health Hazard Assessment (OEHHA), cancer risk can be estimated for projects lasting more than two months.[5] The duration of project construction is expected to last at least 7 years, which is substantially longer than the two-month limitation

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[3] South Coast Air Quality Management District (SCAQMD), 2003 (revised 2008). Final Localized Significance Threshold Methodology. July.

[4] California Air Resources Board (CARB), 2023. Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed April 1,2023.

[5] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.

for short-term exposures recommended by OEHHA. OEHHA also states that there is valid scientific concern that the rate of short-term exposure may influence the risk – in other words, a higher exposure to a carcinogen over a short period of time may be a greater risk than the same total exposure spread over a much longer period. Therefore, a health risk assessment should be performed to estimate the incremental increase in cancer risk for nearby sensitive receptors exposed to DPM emissions during project construction in accordance with the OEHHA guidance. The health risk assessment should also evaluate health risks to on-site residences that are located in completed Planning Areas while construction of adjacent Planning Areas is ongoing.

VALLEY FEVER

Valley fever, also known as coccidioidomycosis, is a disease caused by inhaling spores of the fungus Coccidioides from airborne dust and soil. Coccidioides grow best in soil after heavy rainfall and then disperse into the air most effectively during hot, dry conditions. Exposure to Coccidioides can infect the lungs and cause respiratory symptoms including cough, fever, chest pain, and tiredness.

In California, the number of reported Valley fever cases has greatly increased in recent years. Since 2000, Valley fever cases increased from less than 1,000 cases to nearly 12,500 cases in 2024, the highest number on record for California.[6] Riverside County, where the project is located, confirmed 465 cases in 2024. As of August 2025, 322 cases have been reported, which is a 58% rise from the same period last year.[7]

The DEIR and FEIR did evaluate the potential risk of Valley fever to receptors exposed to dust emissions during project construction. The failure of the DEIR and FEIR to evaluate, disclose, and mitigate (if necessary) the risk of Valley fever to receptors during project construction presents a significant date gap.

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[6] California Department of Public Health, 2025. Valley Fever. https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/Coccidioidomycosis.aspx

[7] County of Riverside, 2025. Public Health Officials Report Increase in Valley Fever Cases in Riverside County. August 28. https://rivco.org/news/public-health-officials-report-increase-valley-fever-cases-riverside-county

CONCLUSIONS

Based on our review of the DEIR and FEIR, air quality impacts have not been adequately evaluated, disclosed, and/or mitigated to the maximum extent feasible. As a result, Baseline recommends that Riverside County prepare a revised CEQA analysis to evaluate and mitigate the air quality impacts described above.

Sincerely,

Patrick Sutton
Principal Environmental Engineer

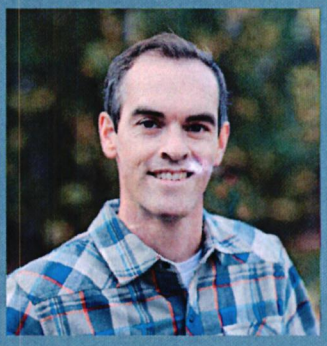
ATTACHMENT A

RESUME

Patrick Sutton, P.E.

BASELINE ENVIRONMENTAL CONSULTING

Principal Environmental Engineer



Areas of Expertise

Air Quality, GHGs, Noise, Hazardous Materials, Geology, and Hydrology

Education

M.S., Civil and Environmental Engineering, University of California – Davis

B.S., Environmental Science, Dickinson College

Registration

Professional Engineer No. 13609 (RI)

Years of Experience

20 Years

Patrick Sutton is an environmental engineer who specializes in the assessment of hazardous materials released into the environment. Mr. Sutton prepares technical reports in support of environmental review, such as Phase I/II Environmental Site Investigations, Air Quality Reports, and Health Risk Assessments. He has prepared numerous CEQA/NEPA evaluations for air quality, GHGs, noise, energy, geology, hazardous materials, and water quality related to residential, commercial, and industrial projects, as well as large infrastructure developments. His proficiency in a wide range of modeling software (AERMOD, CalEEMod, RCEM, CT-EMFAC) as well as relational databases, GIS, and graphics design allows him to thoroughly and efficiently assess and mitigate environmental concerns.

For mixed-use development projects, Mr. Sutton has prepared health risk assessments for sensitive receptors exposed to toxic air contaminants based on air dispersion modeling. For large transportation improvement projects, Mr. Sutton has prepared air quality and hazardous materials technical reports in accordance with Caltrans requirements. The air quality assessments include the evaluation of criteria air pollutants, mobile source air toxics, and GHG emissions to support environmental review of the project under CEQA/NEPA and to determine conformity with the State Implementation Plan. The hazardous materials investigations include sampling and statistically analysis of aerially-deposited lead adjacent to highway corridors. Mr. Sutton is also an active member of ASTM International and is the author of the Standard Practice for Low-Flow Purging and Sampling Used for Groundwater Monitoring.

Project Experience

Alameda CTC I-80/Ashby Avenue Interchange Improvements. Prepared Phase I/II ESAs to evaluate contaminants of potential concern in soil and groundwater. Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and support CEQA/NEPA environmental review.

Oakland Downtown Specific Plan EIR. Prepared a program- and project-level Air Quality and GHG Emissions analysis. Developed a mitigation measure with performance standards to ensure GHG emissions from future projects comply with the Citywide 2030 GHG reduction target.

CCTA I-680 Express Lanes from SR 84 to Alcosta Boulevard Project. Prepared Initial Site Assessment and Preliminary Site Investigation to evaluate contaminants of potential concern in soil and groundwater. Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and to support environmental review of the project under CEQA and NEPA.

Altamont Corridor Expressway (ACE/Forward) Project EIR/EIS. Prepared a program- and project-level Hazardous Materials analysis for over 120 miles of railroad corridor from San Jose to Merced. Hazardous materials concerns, such as release sites, petroleum pipelines, agricultural pesticides, and nearby school sites were evaluated in GIS.

BART Silicon Valley Extension Project. Prepared Initial Site Assessment and Hazardous Materials EIS/EIR section for extending 6 miles of proposed BART service through the Cities of San Jose and Santa Clara.

EXHIBIT B

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Russell Brady, Senior Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, California 92501

30 October 2025

RE: Thermal Ranch Specific Plan

Dear Mr. Brady,

I write to comment on potential impacts to biological resources that would result from development of the proposed Thermal Ranch Specific Plan. I understand the project would add a 223.1-acre equestrian center, 1,362 dwelling units in a mix of residential neighborhoods and up to 320 RV spaces, a 150-room hotel, 10,000 square-feet of office space, 275,000 square-feet of retail space, and 150,000 square-feet of commercial space, all on 619 acres at the southwest corner of 62nd Ave and Tyler St in Thermal, California. My comments that follow address my concerns that the Draft Environmental Impact Report (DEIR), supported by WSP USA Environment & Infrastructure, Inc. (WSP 2022) mischaracterizes the existing environmental setting, and that its impacts analysis is flawed and its mitigation measures are inadequate.

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and Raptor Research Foundation, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for thirty-seven years. My CV is attached.

THE WILDLIFE COMMUNITY AS A BIOLOGICAL RESOURCE

Most environmental reviews pursuant to the California Environmental Quality Act (CEQA) focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts specifies that such evaluation includes potential impacts to special-status species. However, an important policy of CEQA is "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history." Pub. Res. Code § 21001(c). This policy is not

restricted to special-status species, but it also applies to wildlife populations and plant and animal communities. In fact, the CEQA Guidelines Section 21155.1 defines wildlife habitat as "the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection." This definition is consistent with the scientific definition of habitat, which is that portion of the environment that is used by members of a species for survival and reproduction (Hall et al. 1997). An essential portion of the environment used by any special-status species is composed of the collection of other species of plants and wildlife, because these species are forage, provisioners of refugia and nest substrates, and ecological mutualists; no special-status species can exist in a vacuum of other wildlife. The CEQA Checklist Evaluation assigns priority to special-status species to balance information and cost, but it does not exclude the need to evaluate environmental impacts to other species, which, after all, are members of the very communities within which special-status species inter-depend for survival and reproduction.

All wildlife species should be of concern in a CEQA review, but the CEQA prioritizes special-status species. The species I consider to be special-status species are those listed in California's Special Animals List inclusive of threatened and endangered species under the California and federal Endangered Species Acts, candidates for listing under CESA and FESA, California's Fully Protected Species, California species of special concern, and California's Taxa to Watch List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406), continental and region-specific US Fish and Wildlife Service Birds of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf), and naturally rare species such as raptors protected by California's Birds of Prey laws, Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 (see https://wildlife.ca.gov/Conservation/ Birds/Raptors).

What follows is a summary of a site visit to detect as many of the species of wildlife as possible within the short time available. The survey was also intended to detect as many of the special-status species as possible, but with the understanding that most special-status species are less readily detectable due to rarity and crypticity. Nonetheless, the species detected can indicate the ecological integrity of the site and thus the likelihood of occurrence of special-status species not yet detected.

SITE VISIT

Noriko Smallwood, a wildlife biologist with a Master of Science Degree from California State University Los Angeles, and I visited the site of the proposed project for 1.67 hours of diurnal survey from 16:33 to 18:13 hours and 2.5 hours of nocturnal survey from 18:15 to 20:45 hours on 16 October 2025, and for 3.17 hours of diurnal survey from 06:30 to 09:30 hours on 17 October 2025. During daylight, we walked the site's perimeter where accessible, stopping to scan for wildlife with use of binoculars. At night, we strapped a Pettersson M500 acoustic bat detector atop a 9.1-m pole, and cabled the detector to her computer, which ran Sonobat Live. We ran an additional bat detector on a 2-m pole (3 m above ground) while walking along the southern border of the site. Sonobat Live identifies bats to species based on the bats' sonograms that are detected by the M500. We recorded all species of vertebrate wildlife she detected, including those whose

members flew over the site or were seen just off the site. Animals of uncertain species identity were either recorded to the Genus or higher taxonomic level.

On 16 October 2025, conditions were sunny with no wind and temperatures of 85-80° F during the diurnal survey, and clear with no wind and temperatures of 80-69° F during the nocturnal survey. On 17 October 2025, conditions were sunny with no wind and temperatures of 59-78° F. The site is primarily agricultural fields next to freshwater marsh and shrub scrub to the south and west, and date palms to the north and east (Photos 1-4).



Photos 1 and 2. *Views of the project site (top), and the freshwater marsh just south of the site (bottom), 17 October 2025.*



Photos 3 and 4. *Views of multiple trees on the center of the project (top), and sprinklers on the project site (bottom), 17 October 2025.*

We saw turkey vulture and American kestrel (Photos 5 and 6), red-tailed hawk and Caspian tern (Photos 7 and 8), American white pelican and American coot (Photos 9 and 10), great blue heron and green heron (Photos 11 and 12), pied-billed grebe (Photo 13),

ladder-backed woodpecker and verdin (Photos 14 and 15), phainopepla (Photo 16), northern mockingbird and black phoebe (Photos 17 and 18), Say's phoebe and great-tailed grackle (Photos 19 and 20), brown-headed cowbird and common raven (Photos 21 and 22), yellow-headed blackbird and red-winged blackbird (Photos 23 and 24), song sparrow and common yellowthroat (Photos 25 and 26), Lincoln's sparrow and white-crowned sparrow (Photo 27), Abert's towhee and American pipit (Photos 28 and 29), largemouth bass (Photo 30), canyon bat, Mexican free-tailed bat, and Yuma myotis (Photos 31, 32, and 33), among the other species listed in Table 1. We detected 63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status (Table 1).

Noriko Smallwood certifies that the foregoing and following survey results are true and accurately reported.

Noriko Smallwood

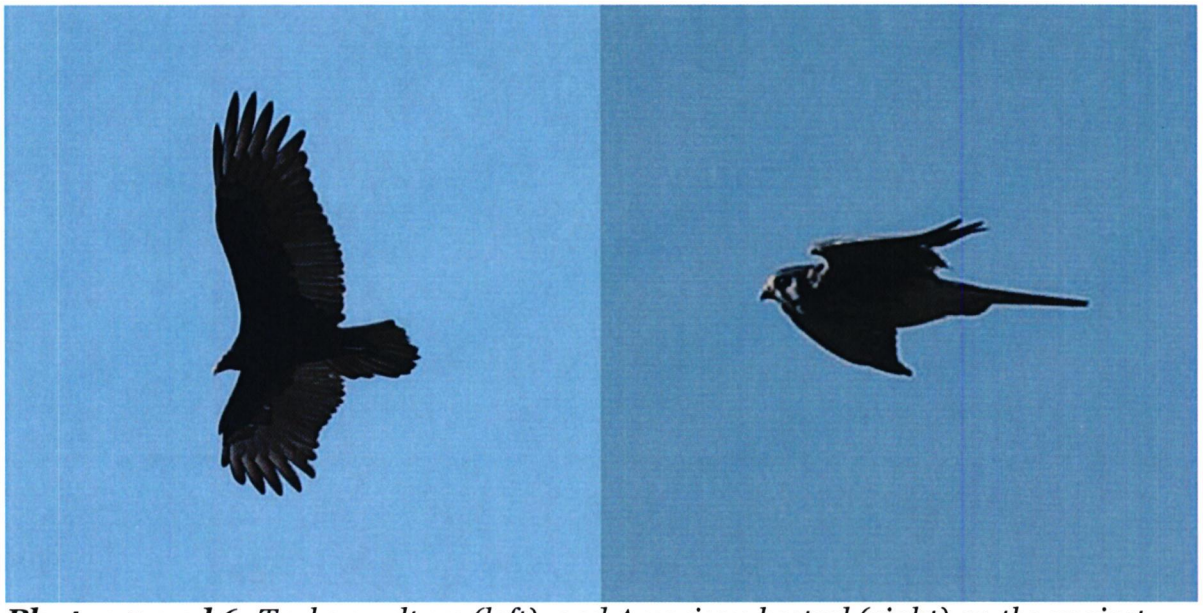
All the species in Table 1 would lose habitat as the result of the project, even though many of them were observed on the adjacent scrublands. Even the species associated with the freshwater marsh environments just south of the site would be adversely affected, because they would lose access to forage sourced from surrounding uplands, and because they would be vulnerable to the intrusive effects of artificial light and noise from neighboring homes, mosquito and vector control, and from house cats, dogs and people.

ANALYSIS OF RECONNAISSANCE SURVEY DATA

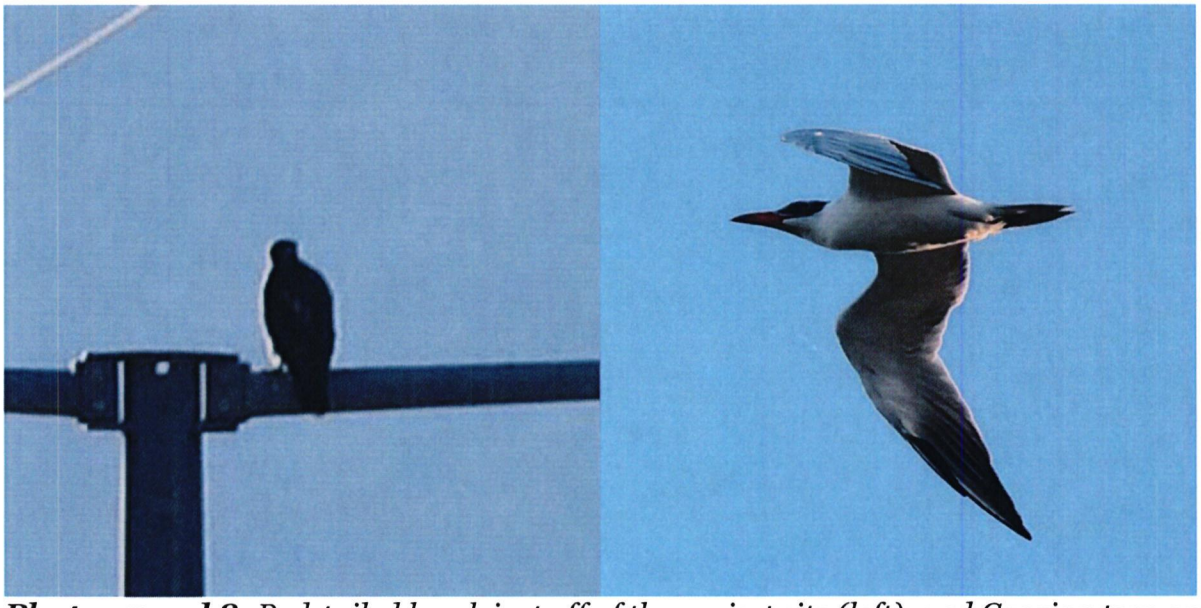
We detected 63 species of vertebrate willdife, which was a large number for the brevity of our survey effort. All the species in Table 1 would lose habitat as the result of the project and its replacement of natural ground covers with impervious surfaces. Smallwood and Smallwood (2023) confirmed this habitat loss by measuring the impacts of similar developments on species richness and the abundances of wildlife. Smallwood and Smallwood (2023) directly compared the species and the numbers of animals observed prior to development to the those observed after development, while they did the same at control sites. The measured losses of these species resulting from development are indicative of habitat loss, because habitat is defined as that portion of the environment that is used for survival and reproduction by members of a species (Hall et al. 1997), and this use is inferred by observations of the presence of a species (Smallwood 2002).

However, the species of wildlife we detected at the project site were not the only species that were present during her surveys, as there are always species that are not detected. To demonstrate this, I fit a nonlinear regression model to our cumulative number of vertebrate species detected with time into our morning survey to predict the number of species that we would have detected with a longer survey or perhaps with additional biologists available to assist us. The type of model is a logistic growth model, which reaches an asymptote that corresponds with the theoretical maximum number of

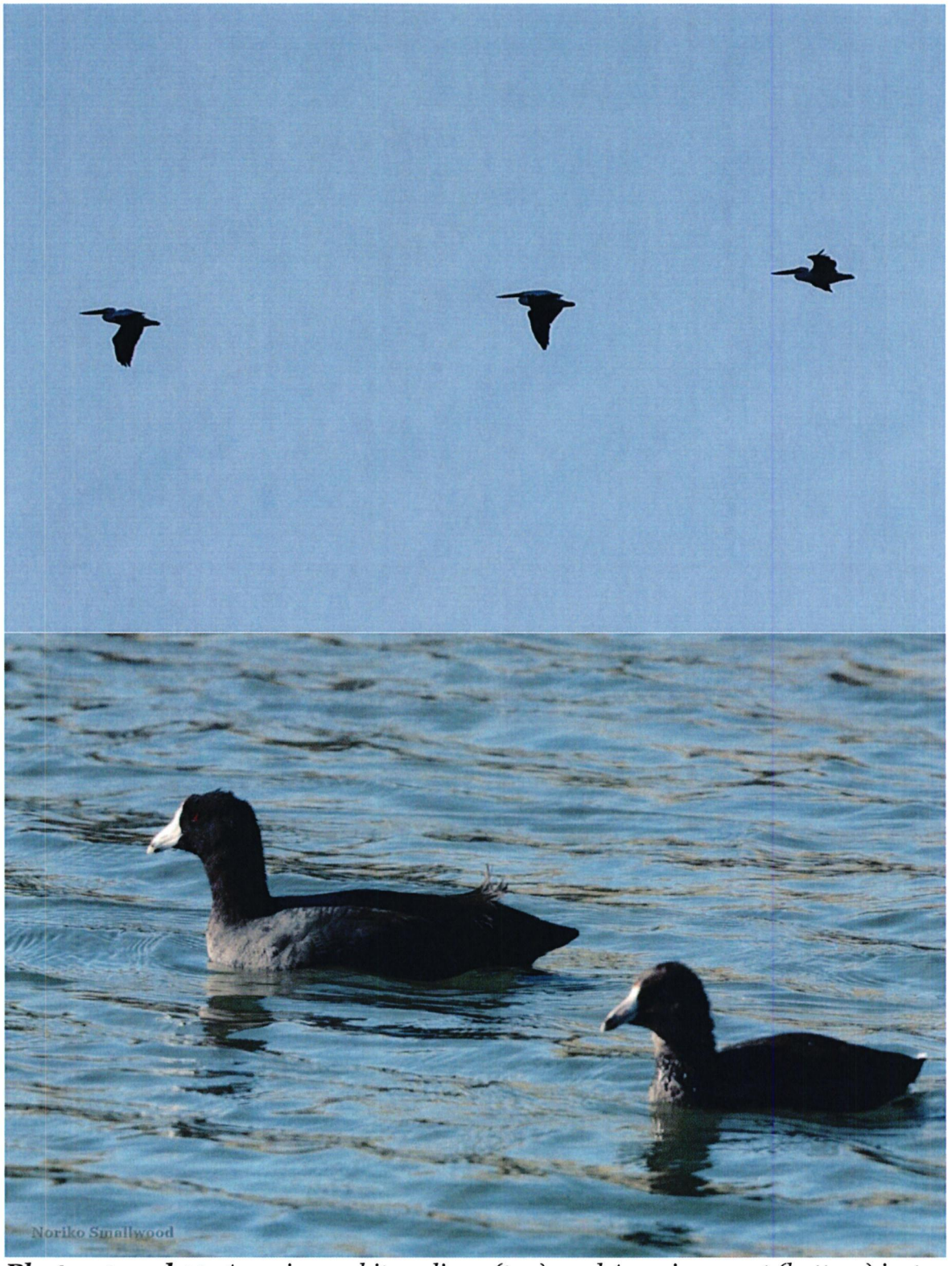
vertebrate wildlife species that could have been detected during the survey. The model fit to our survey data from the morning of 17 September predicts 81 species of vertebrate wildlife were available to be detected, or 32 more species than we detected that morning (Figure 1). Note that our species detection rate exceeded the upper bound of the 95% confidence interval estimated from the many morning surveys we have completed throughout the region.



Photos 5 and 6. *Turkey vulture (left), and American kestrel (right) on the project site, 17 and 16 October 2025. Photos by Noriko Smallwood.*



Photos 7 and 8. *Red-tailed hawk just off of the project site (left), and Caspian tern on the project site (right), 16 and 17 October 2025. Photos by Noriko Smallwood.*



Photos 9 and 10. *American white pelican (top), and American coot (bottom) just south of the project site, 16 and 17 October 2025. Photos by Noriko Smallwood.*



Photos 11 and 12. *Great blue heron (top), and green heron (bottom) just south of the project site, 17 October 2025.*

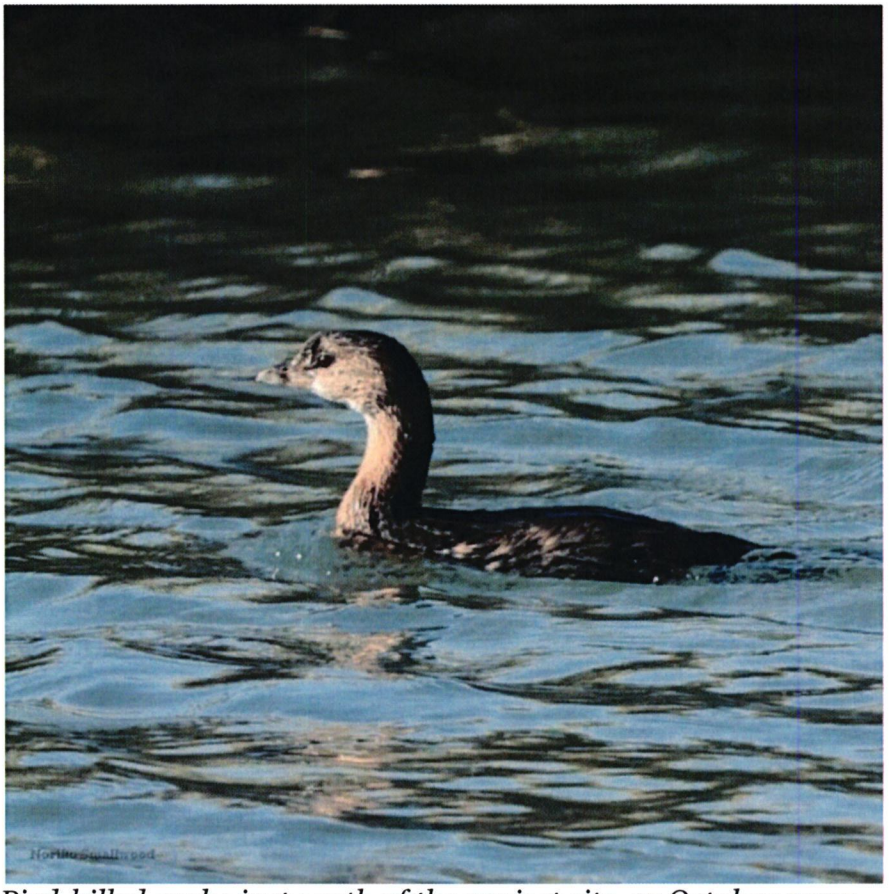


Photo 13. *Pied-billed grebe just south of the project site, 17 October 2025.*



Photos 14 and 15. *Ladder-backed woodpecker (left), and verdin (right) just off of the project site, 17 and 16 October 2025. Photos by Noriko Smallwood.*

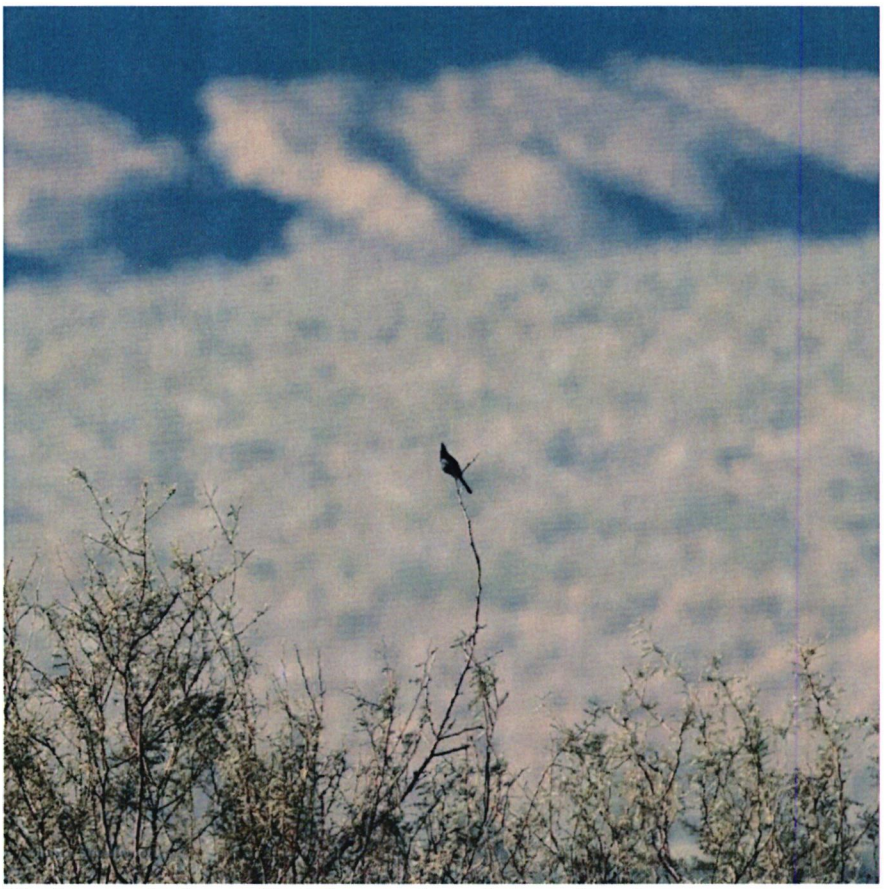


Photo 16. *Phainopepla just off of the project site, 17 October 2025.*



Photos 17 and 18. *Northern mockingbird (left), and black phoebe (right) just off of the project site, 17 October 2025. Right photo by Noriko Smallwood.*



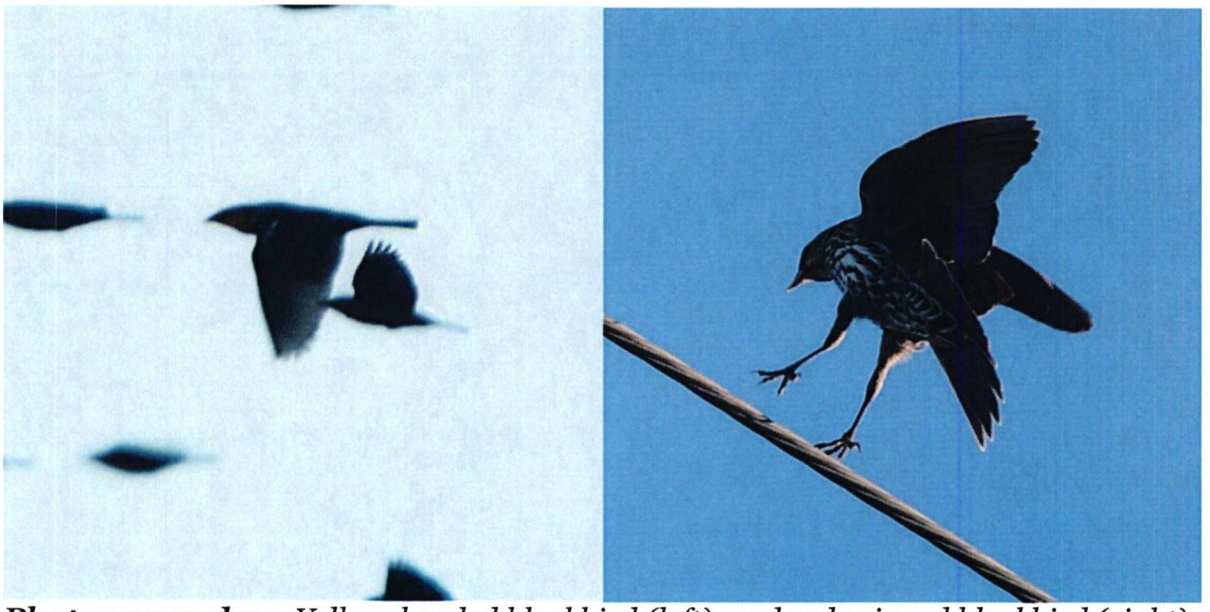




Photos 19, 20, and 21. *Say's phoebe (top), great-tailed grackle (middle), and a flock of mostly brown-headed cowbirds (bottom) on the project site, 16 October 2025. Bottom photo by Noriko Smallwood.*



Photo 22. *Common raven on the project site, 16 October 2025.*



Photos 23 and 24. *Yellow-headed blackbird (left), and red-winged blackbird (right) on the project site, 16 and 17 October 2025. Right photo by Noriko Smallwood.*



Photos 25 and 26. *Song sparrow (left), and common yellowthroat (right) just off of the project site, 16 and 17 October 2025.*

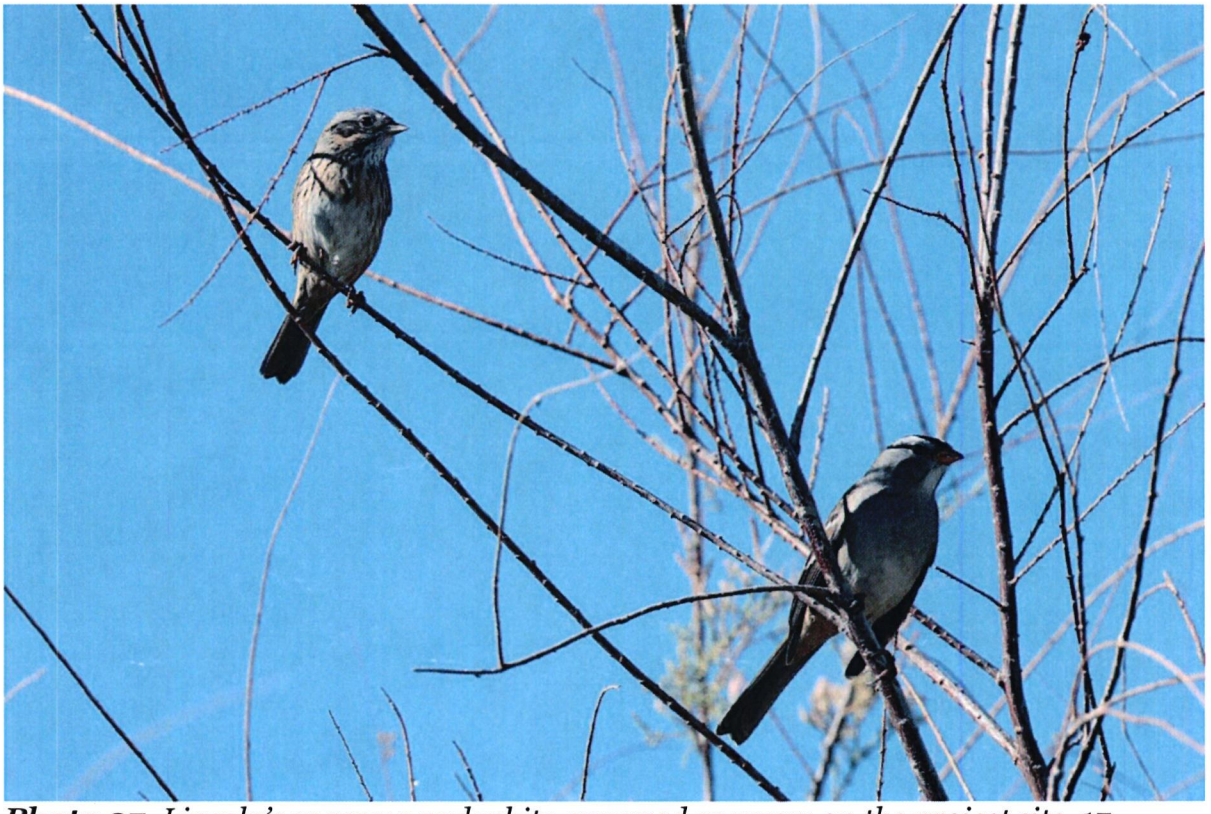


Photo 27. *Lincoln's sparrow and white-crowned sparrow on the project site, 17 October 2025. Photo by Noriko Smallwood.*



Photos 28 and 29. *Abert's towhee just off of the project site (left), and American pipit on the project site (right), 16 and 17 October 2025. Photos by Noriko Smallwood.*

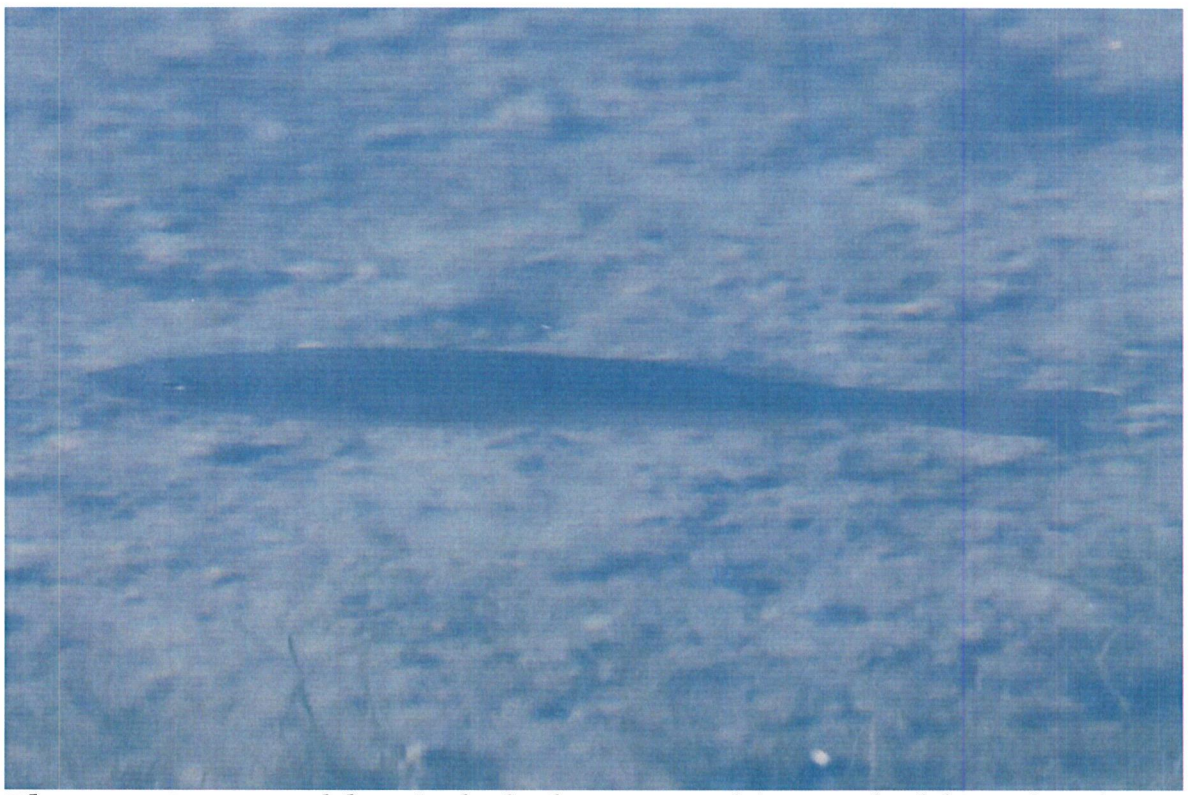
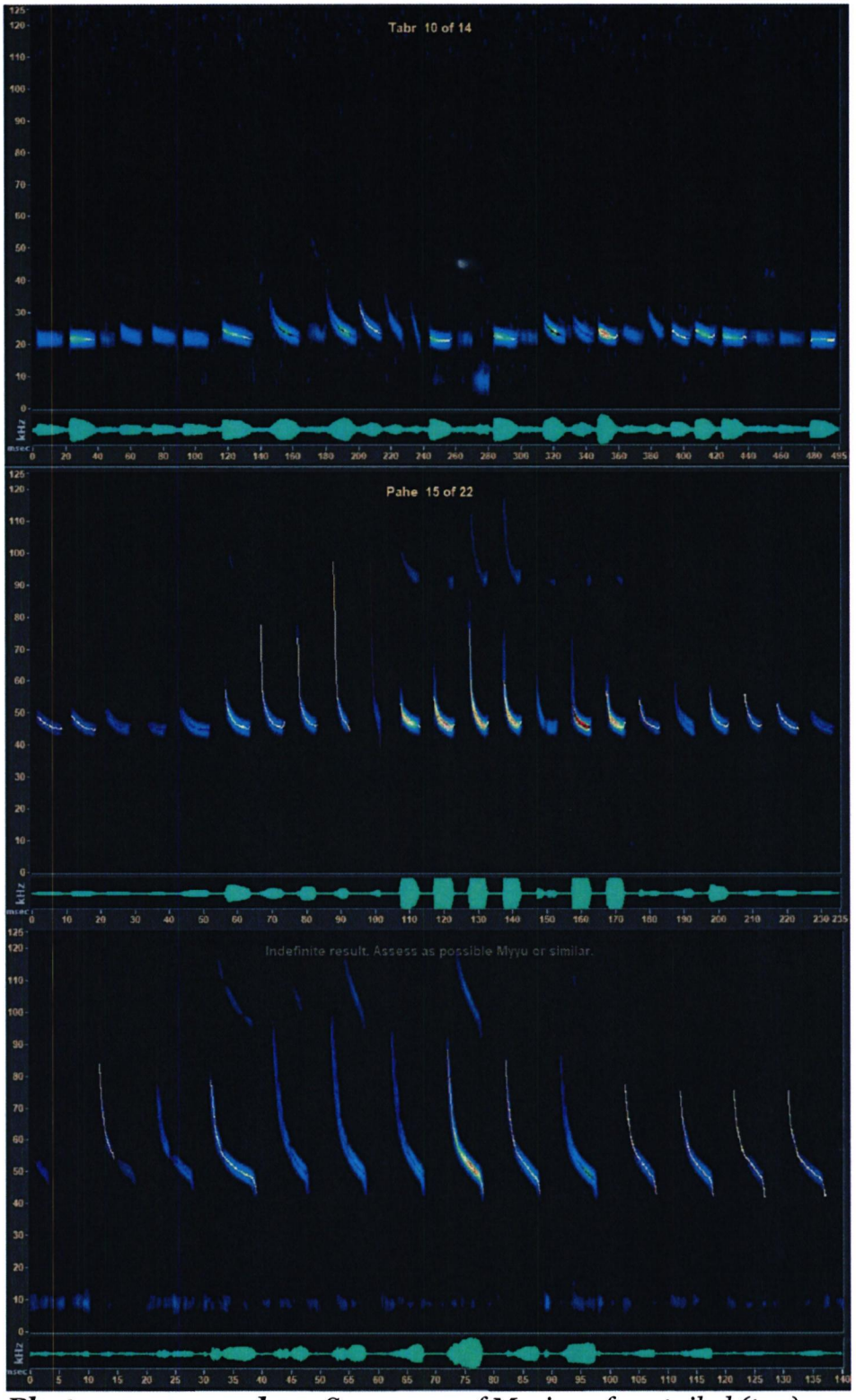


Photo 30. *Largemouth bass in the freshwater marsh just south of the project site, 17 October 2025. Photo by Noriko Smallwood.*



Photos 31, 32, and 33. *Sonogram of Mexican free-tailed (top) canyon bat (middle), and Yuma myotis (bottom) detected on site using Sonobat Live and a Pettersson M500, 16 October 2025.*

Table 1. *Species of wildlife Noriko and I observed during 1.67 hours of diurnal survey and 2.5 hours of nocturnal survey on 16 October 2025, and during 3.17 hours of diurnal survey on 17 October 2025.*

Common name	***Species name***	**Status[1]**	**Notes**
Largemouth bass	*Micropterus nigricans*		Just off site in marsh
Rio Grande leopard frog	*Lithobates berlandieri*	Non-native	1 on site, 1 in marsh
Western side-blotched lizard	*Uta stansburiana elegans*		Probable, just off site
Gadwall	*Mareca strepera*		Just off site in marsh
Pied-billed grebe	*Podilymbus podiceps*		Just off site in marsh
Rock pigeon	*Columba livia*	Non-native	Just off site
Eurasian collared-dove	*Streptopelia decaocto*	Non-native	Just off site
Common ground dove	*Columbina passerina*		Flew over
Costa's hummingbird	*Calypte costae*	BCC	Just off site
American coot	*Fulica americana*		Just off site in marsh
Killdeer	*Charadrius vociferus*		Just off site
Least sandpiper	*Caladris minutilla*		Just off site in marsh
Caspian tern	*Hydroprogne caspia*		Flew over
American white pelican	*Pelacanus erythrorhynchos*	SSC1	Flew over
Great blue heron	*Ardea herodias*		Flew over, 1 in marsh
Snowy egret	*Egretta thula*		Flew off site
Green heron	*Butorides virescens*		Just off site in marsh
Turkey vulture	*Cathartes aura*	BOP	Soared over
Red-tailed hawk	*Buteo jamaicensis*	BOP	Just off site
Short-eared owl	*Asia flammeus*	BCC, SSC3, BOP	Called in evening
Ladder-backed woodpecker	*Dryobates scalaris*		Just off site
American kestrel	*Falco sparverius*	BOP	Flew over, perched
Black phoebe	*Sayornis nigricans*		Foraged
Say's phoebe	*Sayornis saya*		Foraged on site
Common raven	*Corvus corax*		Flew over
Verdin	*Auriparus flaviceps*	BCC	Just off site
California horned lark	*Eremophila alpestris actia*	WL	Flew over
Northern rough-winged swallow	*Stelgidopteryx serripennis*		Flew over
Phainopepla	*Phainopepla nitens*		Perched just off site
Black-tailed gnatcatcher	*Polioptila melanura*	WL	Just off site
Marsh wren	*Cistothorus palustris*		Just off site in marsh
Northern mockingbird	*Mimus polyglottos*		Just off site
American pipit	*Anthus rubescens*		Flew over
House finch	*Haemorphous mexicanus*		Flew over
Lesser goldfinch	*Spinus psaltria*		Flew over
White-crowned sparrow	*Zonotrichia leucophrys*		Just off site
Vesper sparrow	*Pooecetes gramineus*		Just off site
Savannah sparrow	*Passerculus sandwichensis*		Just off site

Common name	*Species name*	Status[1]	Notes
Song sparrow	*Melospiza melodia*		Many foraged in marsh
Lincoln's sparrow	*Melospiza lincolnii*		Just off site
Abert's towhee	*Melozone aberti*		Just off site, foraged
Yellow-headed blackbird	*X. xanthocephalus*	SSC3	Flock flew over
Western meadowlark	*Sturnella neglecta*		Flew over
Red-winged blackbird	*Agelaius phoeniceus*		Many, flocks flew over
Brown-headed cowbird	*Molothrus ater*		Many, flocks flew over
Great-tailed grackle	*Quiscalus mexicanus*		Many, flocks flew over
Orange-crowned warbler	*Oreothlypis celata*		Just off site
Common yellowthroat	*Geothlypis trichas*		Just off site
Yellow-rumped warbler	*Setophaga coronata*		Just off site
Yuma myotis	*Myotis yumanensis*	WBWG:LM	Certain detection
Long-legged myotis	*Myotis volans*	WBWG:H	Probable detection
California myotis	*Myotis californicus*	WBWG:L	Probable detection
Canyon bat	*Parastrellus hesperus*	WBWG:M	Certain detection
Hoary bat	*Lasiurus cinereus*	WBWG:M	Probable detection
Western red bat	*Lasiurus blossevillii*	SSC, WBWG:H	Probable detection
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG:H, CVMSHCP	Probable detection
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L	Certain detection
Pocketed free-tailed bat or big free-tailed bat	*Nyctinomops femorosaccus or N. macrotis*	SSC, WBWG:M or SSC, WBWG:MH	Probable detection
Coyote	*Canis latrans*		Tracks
Kangaroo rat	*Dipodomys sp.*		Burrows just off site
California vole	*Microtus californicus*		Burrows just off site
Pocket mouse	*Perognathus*		Burrows just off site
Botta's pocket gopher	*Thomomys bottae*		Burrows on site

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); SSC = California Species of Special Concern, and SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors); CVMSHCP = covered by the Coachella Valley Multi-Species Habitat Conservation Plan.

Because our bat survey lasted only a small portion of one night, I fit the same type of model to our rate of bat species detections (Figure 2). This model predicts we would have detected twice the number of bat species if we had surveyed all night long. Our bat species detection rate also followed the upper bound of the 95% CI estimated for bats statewide.

Figure 1. *Actual and predicted relationships between the numbers of vertebrate wildlife species detected and the elapsed survey time based on our visual-scan surveys on 17 October 2025.*

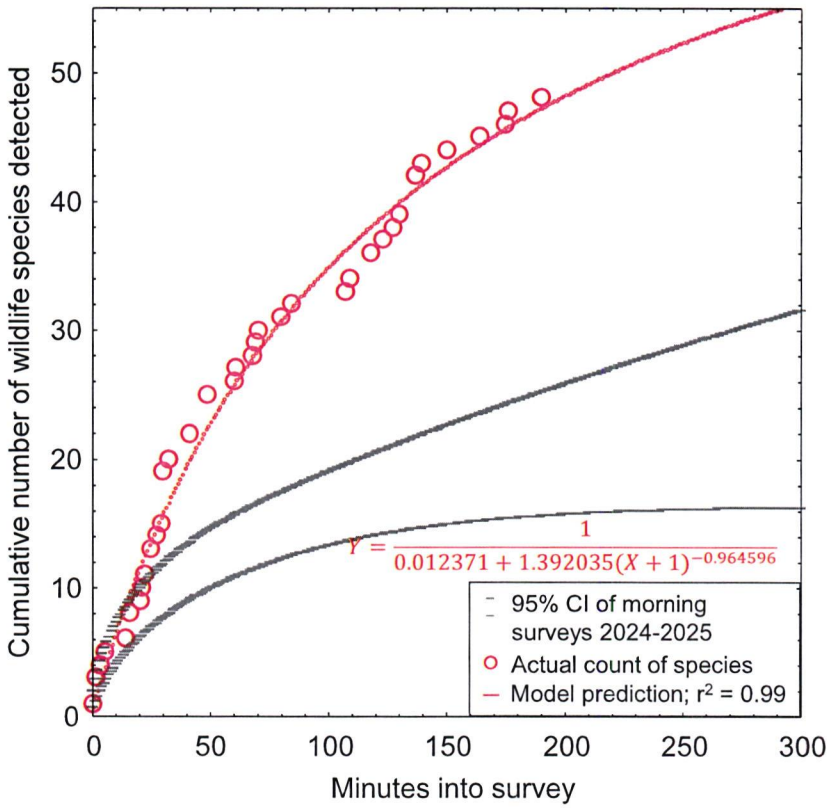
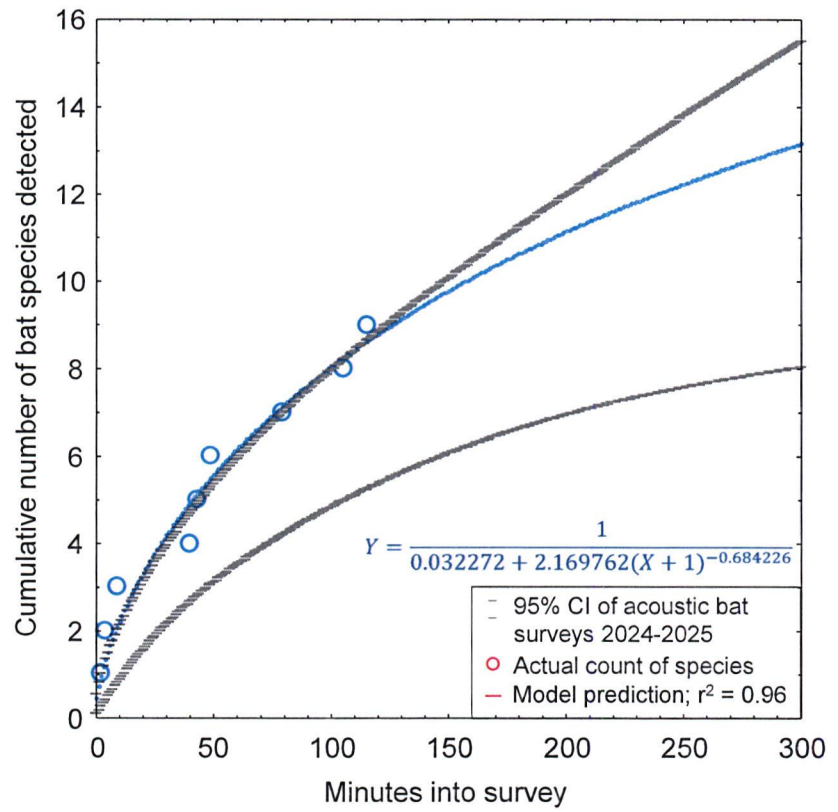


Figure 2. *Actual and predicted relationships between the numbers of bat species detected and the elapsed survey time based on our acoustic detection surveys on 16 October 2025.*



Unknown are the identities of the species we missed, but the species that we did and did not detect on 16 and 17 October 2025 composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence, some require more survey effort because they are highly cryptic, and the members of other species would visit the site only periodically while patrolling large home ranges. Surveys on only two days cannot possibly detect all of the species of the local wildlife community.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have our two surveys. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. This analytical bridge draws inference from the pattern of species detections more than it does from the research site, and I note that the pattern, i.e., rate, of species detections is consistent from site to site.

As part of my research, I completed a much larger survey effort across 167 km^2 of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I performed 721 1-hour visual-scan surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\hat{R} = \frac{1}{1/a+b\times(Hours)^c}$, where $\hat{R}$ represented cumulative species richness detected. The coefficients of determination, r^2, of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 3). On average I would have detected 18.6 species over my first 5.67 hours of diurnal surveys at my research site in the Altamont Pass (5.67 hours to match the 5.67 hours we surveyed during daylight hours at the project site), which composed 32.63% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 3, the 52 diurnally active species we detected after our 5.67 hours of daylight survey at the project site likely represented 32.63% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, we would likely detect $52/0.3263 = 159$ species of diurnally active vertebrate wildlife at the site. Assuming our ratio of special-status to non-special-status species was to hold through the detections of all 159 predicted

species, then continued surveys would eventually detect 28 special-status species of diurnally active vertebrate wildlife.

Because my prediction of 159 species of vertebrate wildlife, including 28 special-status species, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. A model fit to our bat survey data predicts 18 species of bat would have been detected the night of our survey, so likely a few more would be detected in surveys over the long term. Our reconnaissance surveys should serve only as a starting point toward characterization of the site's wildlife community, but they certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than our two surveys to produce an inventory the project site's wildlife community. Nevertheless, the large number of species I predict at the project site is indicative of a relatively species-rich wildlife community that warrants a serious survey effort.

I will add that the central portion of the project site supports trees, grasslands, and some wetland environments, but this part of the project site was located too far from the peripheral areas where we surveyed. We were unable to observe wildlife in this central area.

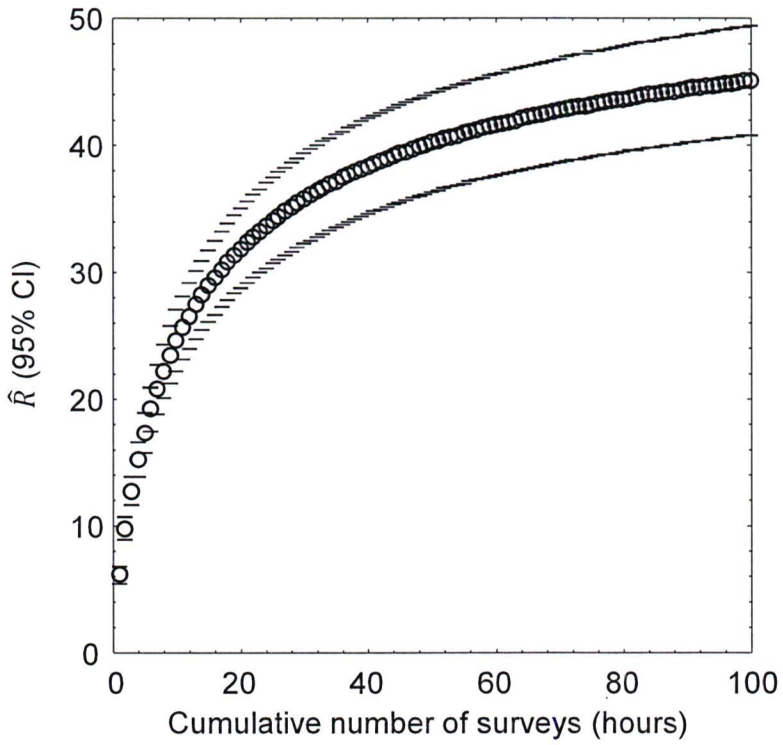


Figure 2. *Mean (95% CI) predicted wildlife species richness, $\hat{R}$, as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere.*

EXISTING ENVIRONMENTAL SETTING

The first step in analysis of potential project impacts to biological resources is to accurately characterize the existing environmental setting, including the wildlife community and any key ecological relationships and known and ongoing threats to special-status species. A reasonably accurate characterization of the environmental setting can provide the baseline against which to analyze potential project impacts. For these reasons, characterization of the environmental setting, including the project site's regional setting, is one of the CEQA's essential analytical steps. Methods to achieve this first step typically include (1) surveys of the site for biological resources, and (2) reviews of literature, databases and local experts for documented occurrences of special-status species. In the case of the proposed project, these steps were taken, though not with sufficient rigor and not interpreted in furtherance of an accurate characterization of the wildlife community.

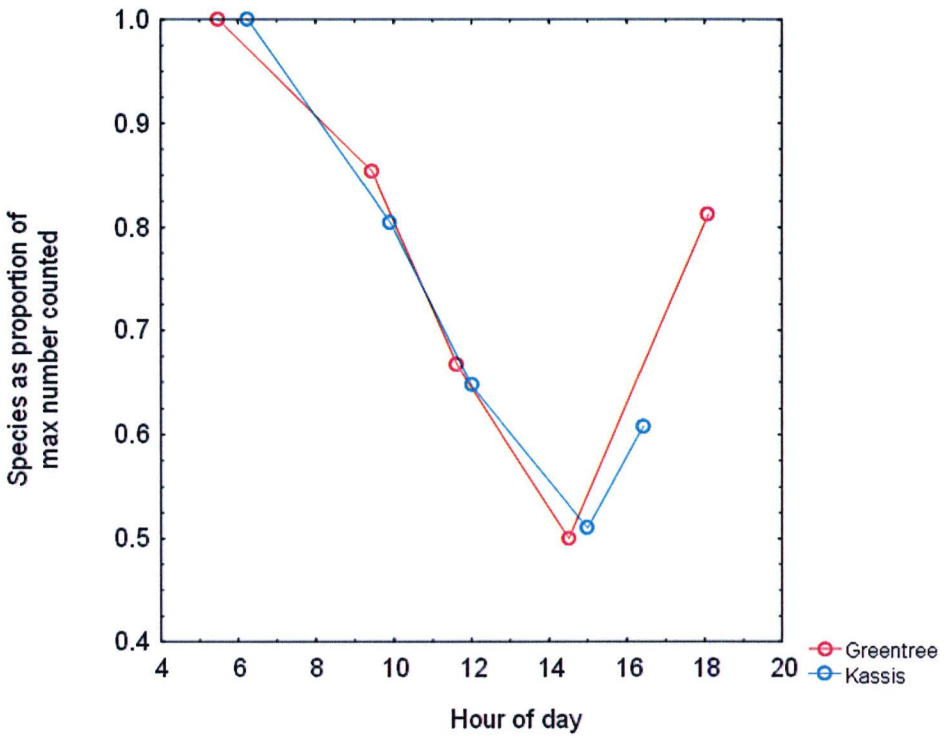
Environmental Setting informed by Field Surveys

To the CEQA's primary objective to disclose potential environmental impacts of a proposed project, the analysis should be informed of which biological species are known to occur at the proposed project site, which special-status species are likely to occur, as well as the limitations of the survey effort directed to the site. Analysts need this information to characterize the environmental setting as a basis for opining on, or predicting, potential project impacts to biological resources. In the case of this project, however, more surveys were needed.

To "record pertinent field data and current site conditions" and to assess the site for burrowing owls, a field assessment was conducted on 12 September 2022 from 10:40 to 13:21 by a WSP biologist (WSP 2022). The two hour and 41-minute survey was started in late morning, and was therefore unlikely to detect many of the wildlife species that occur on the project site, because wildlife activity peaks in the early morning and slows considerably by late morning, and reaches a nadir in the afternoon (Figure 3). WSP's biologist surveyed the period of day least likely to detect wildlife species, and certainly at a time of day when large flocks of blackbirds would not be flying across the site.

WSP (2022) also assessed for burrowing owl presence on the "Adjacent undeveloped areas within an approximate 150-meter (~500-foot) buffer zone that were unfenced and unsigned (i.e., not posted with "No Trespassing" and/or "Private Property")..." However, only considering the scrub vegetation and canal banks that met these stated conditions, the area surveyed would have composed 88.5 acres in addition to the 619-acre project site. No biologist could have adequately surveyed such large areas for burrowing owls in less than three hours. And anyway, late morning to early afternoon is not the time to survey for burrowing owls (see CDFW 2012).

Figure 3. *Proportion of maximum count of species detections with increasing time into the day at two project sites where I completed five 2-hour surveys at different times of day.*



WSP's biologist detected five species of vertebrate wildlife, whereas we detected nearly 13 times that number. If I did not know better, the disparity in survey findings is large enough to question whether WSP surveyed the same wildlife community that we did. Applying the Sørensen *Index of Similarity* $= \frac{2c}{a+b}$ (Sørensen 1948), where a is the number of species found by WSP, b is the number of species we found, and c is the number of species found by both WSP and ourselves, the Index of Similarity of our survey findings is only 0.147 on a scale that ranges 0 to 1. For perspective, the mean Index of Similarity among 40 consecutive 2-hour surveys I completed at a site in Rancho Cordova, California in 2020-2023 was 0.755 with a high value of 0.90. An Index value of 0.147 is very low –the lowest I have calculated between the survey outcomes of consultants and ourselves. WSP's biologist did not see the same wildlife community that we did. WSP's survey findings need to be dismissed as entirely unreliable as a characterization of the existing wildlife community.

Environmental Setting informed by Desktop Review

The purpose of literature and database reviews and of consulting with local experts is to inform the field survey, and to augment interpretation of its outcome. Analysts need this information to identify which species are known to have occurred at or near the project site, and to identify which other special-status species could conceivably occur at the site due to geographic range overlap and migration flight paths. In the case of this project, the desktop review was incomplete, and the review that was completed was distorted to minimalize the likelihoods of occurrence of special-status species.

For the purpose of establishing the pool of special-status species for assessment of occurrence likelihoods, WSP (2022) makes no mention of iNaturalist or eBird. I assume these databases were not used. If my assumption is correct, then the step of establishing the pool of species to be analyzed for occurrence likelihoods was incomplete. Even had iNaturalist and eBird been used for this purpose, it would have been inappropriate to rule out species based on absences of occurrence records. Positive-sighting databases are useful for conforming presence, but not for confirming absence of species.

To establish the pool of special-status species for assessment of occurrence likelihoods, WSP (2022) queried CNDDB for occurrence records within five USGS Quadrangles inclusive of the project site. By querying the CNDDB to establish the pool of special-status species for analysis of occurrence likelihoods, WSP (2022) screened out many special-status species from further consideration in the characterization of the wildlife community as part of the existing environmental setting. The CNDDB is not designed to support absence determinations or to screen out species from characterization of a site's wildlife community. As noted by the CNDDB, "*The CNDDB is a positive sighting database. It does not predict where something may be found. We map occurrences only where we have documentation that the species was found at the site. There are many areas of the state where no surveys have been conducted and therefore there is nothing on the map. That does not mean that there are no special status species present.*" WSP (2022) and hence the DEIR misuse the CNDDB.

The CNDDB relies entirely on volunteer reporting from biologists who were allowed access to whatever properties they report from. Many properties have never been surveyed by biologists. Many properties have been surveyed, but the survey outcomes never reported to the CNDDB. Many properties have been surveyed multiple times, but not all survey outcomes reported to the CNDDB. Furthermore, the CNDDB is interested only in the findings of special-status species, which means that species more recently assigned special status will have been reported many fewer times to the CNDDB than were species assigned special status since the inception of the CNDDB. Therefore, occurrence records in the CNDDB are most abundant for species assigned special status decades ago, but fewest for species only recently assigned special status. And because negative findings are not reported to the CNDDB, the CNDDB is also inappropriate as a basis for weighting occurrence likelihoods such as absent, not expected, unlikely, low, moderate or high. Whereas the CNDDB can be confirmatory of species presence, it cannot support absence determinations or assignments of low likelihood of occurrence. And again, the screening out of a species due to lack of occurrence records in the CNDDB is the same as an absence determination, and this step is being taken without adequate support of field surveys.

In my assessment based on a database review and site visits, 144 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Not all these species should be expected to occur at the project site, but each of them should be given a closer look to determine occurrence likelihoods and whether additional surveys are needed, or implementation of detection surveys, or whether it would be reasonable to assume presence. Of these 144 species, 24 (17%) were recorded on or just off the project site, and another 21 (15%) species have been

documented within 1.5 miles of the site (Very close), another 12 (8%) within 1.5 and 4 miles (Nearby), and another 80 (56%) within 4 to 30 miles (In region). Fifty-seven (40%) of the species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports at least 24 special-status species of wildlife, and it carries the potential for supporting many more special-status species of wildlife based on the close proximities of recorded occurrences. Evidence certainly suggests that habitat assessments are needed for these species.

WSP (2022) considers the occurrence likelihoods of 32 (22%) of the special-status species listed in Table 2, which means that 112 (78%) of the special-status species in Table 2 were screened out of the analysis in the first step of the desktop review. WSP (2022) reports that all 32 special-status species are "absent" or have low likelihood to occur. Of these 32 species, five have been documented as certainly or probably on the project site, and four have been documented within 1.5 miles of the site, and another two have been documented between 1.5 and 4 miles of the site. Of the 112 special-status species in Table 2 that WSP (2022) neglects to analyze, 19 have been documented on or just off the project site. In summary, WSP's determinations of occurrence likelihoods do not comport with survey results and with available occurrence records in the region.

Of the special-status species listed in Table 2, 17 are covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP), but 127 are not. Of the 17 covered species, only two have been documented on site, and only two more have been documented within 1.5 miles of the site. Of the 127 special-status species that lack coverage, 22 were detected on or just next to the project site, 19 have been documented within 1.5 miles of the site, and 12 between 1.5 and 4 miles of the site. The takings of all these species would not be mitigated by participation with the CVMSHCP.

Note that the DEIR (p. 2.6-9) reports "The potential for occurrence of several bat species ... including pallid bat, Townsend's big-eared bat, spotted bat, Western mastiff bat, western yellow bat ... These species were absent, and their potential was considered low based on the lack of nest/roosting and foraging habitat. It should also be noted that all of these are "Covered Species" under the CVMSHCP. Therefore, potential impacts to these and related species will be less than significant." However, the determinations these species are absent were based on no appropriate survey. WSP's biologist drove around the project site in the middle of the day when bats are unlikely to be detected. And in fact, Noriko and I detected western yellow bat on the project site.

The DEIR's speculation that the project site lacks nest/roosting habitat for bats is readily refutable in the scientific literature, where it is reported that all sorts of structures provide roosting opportunities for bats (Kunz and Lumsden 2003). The DEIR's speculation that the site lacks foraging habitat for bats is also readily refutable by the fact that we detected nine species of bats. All these species were detectable by our acoustic bat detectors because their members were relying on echolocation to forage. These bats were most intensely foraging while the mosquitoes were out, and they were out for about an hour. As soon as the mosquitoes thinned out due to a breeze, the bat activity nearly stopped. Bats are foraging on the project site.

Table 2. *Occurrence likelihoods of special-status bird species at or near the proposed project site, according to eBird/iNaturalist records (https://eBird.org, https://www.inaturalist.org) and on-site survey findings, where 'Very close' indicates within 1.5 miles of the site, "nearby" indicates within 1.5 and 4 miles, and "in region" indicates within 4 and 30 miles, and 'in range' means the species' geographic range overlaps the site. HCP refers to species covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP). Entries in bold font identify species detected by Noriko Smallwood and I during our site visits.*

Common name	***Species name***	**Status[1]**	**HCP Cover**	**DEIR occurrence potential**	**Database records, Surveys**
Casey's June beetle	*Dinacoma caseyi*	FE			In region
Monarch	*Danaus plexippus*	FC		Absent	Nearby
Crotch's bumble bee	*Bombus crotchii*	CCE			In region
Couch's spadefoot	*Scaphiopus couchii*	SSC		Low	In range
Southwestern pond turtle	*Actinemys pallida*	FC, SSC			In region
Mojave desert tortoise	*Gopherus agassizii*	FT, CE	Yes	Absent	In region
Flat-tailed horned lizard	*Phrynosoma mcallii*	SSC	Yes	Absent	In region
Coachella Valley fringe-toed lizard	*Uma inornata*	FT, CE	Yes	Absent	In region
Red-diamond rattlesnake	*Crotalus ruber*	SSC			In region
Desert pupfish	*Cyprinodon macularius*	FE, CE		Absent	In region
Fulvous whistling-duck	*Dendrocygna bicolor*	SSC1			In region
Brant	*Branta bernicla*	SSC2			Nearby
Cackling goose (Aleutian)	*Branta hutchinsii leucopareia*	WL			In region
Redhead	*Aythya americana*	SSC2			Very close
Western grebe	*Aechmophorus occidentalis*	BCC			In region
Clark's grebe	*Aechmophorus clarkii*	BCC			In region
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT, CE			In region
Black swift	*Cypseloides niger*	SSC3, BCC			In region
Vaux's swift	*Chaetura vauxi*	SSC2			Nearby
Costa's hummingbird	*Calypte costae*	BCC			Very close/**Just off site**
Calliope hummingbird	*Selasphorus calliope*	BCC			In region
Rufous hummingbird	*Selasphorus rufus*	BCC			In region

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Allen's hummingbird	*Selasphorus sasin*	BCC			In region
Yuma Ridway's rail	*Rallus obsoletus yumanensis*	FE, CT, CFP	Yes	Absent	In region
American avocet	*Recurvirostra americana*	BCC			Very close
Mountain plover	*Charadrius montanus*	SSC2, BCC			In region
Snowy plover	*Charadrius nivosus*	BCC			In region
Western snowy plover	*Charadrius nivosus nivosus*	FT, SSC			In region
Long-billed curlew	*Numenius americanus*	WL			Very close
Marbled godwit	*Limosa fedoa*	BCC			In region
Black turnstone	*Arenaria melanocephala*	BCC			In region
Red knot	*Calidris canutus*	BCC			In region
Pectoral sandpiper	*Calidris melanotos*	BCC			In region
Short-billed dowitcher	*Limnodromus griseus*	BCC			In region
Lesser yellowlegs	*Tringa flavipes*	BCC			Nearby
Willet	*Tringa semipalmata*	BCC			In region
Laughing gull	*Leucophaeus atricilla*	WL			Nearby
Franklin's gull	*Leucophaeus pipixcan*	BCC			Nearby
Heermann's gull	*Larus heermanni*	BCC			In region
Western gull	*Larus occidentalis*	BCC			In region
Yellow-footed gull	*Larus livens*	BCC			In region
California gull	*Larus californicus*	BCC, WL			Very close
California least tern	*Sternula antillarum browni*	FE, CE, CFP			In region
Gull-billed tern	*Gelochelidon nilotica*	BCC, SSC3		Absent	In region
Black tern	*Chlidonias niger*	SSC2, BCC			In region
Elegant tern	*Thalasseus elegans*	BCC, WL			In region
Black skimmer	*Rynchops niger*	BCC, SSC3		Absent	In region
Common loon	*Gavia immer*	SSC			In region
Double-crested cormorant	*Phalacrocorax auritus*	WL			Very close
American white pelican	*Pelacanus erythrorhynchos*	SSC1			Very close/**On site**
Least bittern	*Ixobrychus exilis*	SSC2			In region
Reddish egret	*Egretta rufescens*	BCC			In region

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
White-faced ibis	*Plegadis chihi*	WL		Absent nesting, low foraging	Very close
Turkey vulture	*Cathartes aura*	BOP			Very close/**On site**
Osprey	*Pandion haliaetus*	WL, BOP			Very close
White-tailed kite	*Elanus luecurus*	CFP, BOP			Very close
Golden eagle	*Aquila chrysaetos*	BGEPA, CFP, BOP, WL			In region
Northern harrier	*Circus cyaneus*	BCC, SSC3, BOP			Very close
Sharp-shinned hawk	*Accipiter striatus*	WL, BOP			Very close
Cooper's hawk	*Accipiter cooperii*	WL, BOP			Very close
Bald eagle	*Haliaeetus leucocephalus*	CE, BGEPA, BOP			Nearby
Red-shouldered hawk	*Buteo lineatus*	BOP			On site
Swainson's hawk	*Buteo swainsoni*	CT, BOP			Very close
Red-tailed hawk	*Buteo jamaicensis*	BOP			On site/**Just off site**
Ferruginous hawk	*Buteo regalis*	WL, BOP		Absent nesting, low foraging	On site
Zone-tailed hawk	*Buteo albonotatus*	BOP			In region
Harris' hawk	*Parabuteo unicinctus*	WL, BOP			In region
American barn owl	*Tyto furcata*	BOP			Very close
Western screech-owl	*Megascops kennicotti*	BOP			In region
Great horned owl	*Bubo virginianus*	BOP			Very close
Burrowing owl	*Athene cunicularia*	BCC, SSC2, BOP, CCE	Yes	Low/Absent nesting, low foraging	Very close
Long-eared owl	*Asio otus*	BCC, SSC3, BOP			In region
Short-eared owl	*Asia flammeus*	BCC, SSC3, BOP			Very close/**On site**
Northern saw-whet owl	*Aegolius acadicus*	BOP			In region
Lewis's woodpecker	*Melanerpes lewis*	BCC			Nearby
Nuttall's woodpecker	*Picoides nuttallii*	BCC			In region
American kestrel	*Falco sparverius*	BOP			Very close/**On site**

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Merlin	*Falco columbarius*	WL, BOP			Very close
Peregrine falcon	*Falco peregrinus*	BOP			Very close
Prairie falcon	*Falco mexicanus*	WL, BOP		Absent nesting, low foraging	Very close
Olive-sided flycatcher	*Contopus cooperi*	BCC, SSC2			In region
Willow flycatcher	*Empidonax trailii*	CE			In region
Southwestern willow flycatcher	*Empidonax traillii extimus*	FE, CE	Yes	Absent	In range
Brown-crested flycatcher	*Myiarchus tyrannulus*	WL			In region
Vermilion flycatcher	*Pyrocephalus rubinus*	SSC2		Absent	Very close
Least Bell's vireo	*Vireo bellii pusillus*	FE, CE	Yes	Absent	In region
Gray vireo	*Vireo vicinior*	SSC2	Yes		In region
Loggerhead shrike	*Lanius ludovicianus*	SSC2			On site
Oak titmouse	*Baeolophus inornatus*	BCC			In region
Verdin	*Auriparus flaviceps*	BCC			On site/**Just off site**
California horned lark	*Eremophila alpestris actia*	WL			Very close/**On site**
Bank swallow	*Riparia riparia*	CT			Nearby
Purple martin	*Progne subis*	SSC2			In region
Wrentit	*Chamaea fasciata*	BCC			In region
Black-tailed gnatcatcher	*Polioptila melanura*	WL		Absent	On site/**Just off site**
Bendire's thrasher	*Toxostoma bendirei*	SSC3, BCC			In region
California thrasher	*Toxostoma redivivum*	BCC			In region
LeConte's thrasher	*Toxostoma lecontei*	SSC1, BCC	Yes	Absent	In region
Crissal thrasher	*Toxostoma crissale*	SSC3	Yes	Absent	On site
Cassin's finch	*Haemorhous cassinii*	BCC			In region
Lawrence's goldfinch	*Spinus lawrencei*	BCC			In region
Grasshopper sparrow	*Ammodramus savannarum*	SSC2			In region
Black-chinned sparrow	*Spizella atrogularis*	BCC			In region
Gray-headed junco	*Junco hyemalis caniceps*	WL			In region
Bell's sparrow	*Amphispiza b. belli*	WL			In region
Oregon vesper sparrow	*Pooecetes gramineus affinis*	SSC2			In range

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL			In region
Yellow-breasted chat	*Icteria virens*	SSC3	Yes	Absent	In region
Yellow-headed blackbird	*X. xanthocephalus*	SSC3			Nearby/**On site**
Bullock's oriole	*Icterus bullockii*	BCC			Very close
Tricolored blackbird	*Agelaius tricolor*	CT, BCC, SSC1			In region
Lucy's warbler	*Leiothlypis luciae*	SSC3			In region
Virginia's warbler	*Leiothlypis virginiae*	WL, BCC			In region
Yellow warbler	*Setophaga petechia*	SSC2	Yes		Very close
Summer tanager	*Piranga rubra*	SSC1	Yes		In region
California leaf nosed bat	*Macrotus californicus*	SSC, WBWG: H			Nearby
Yuma myotis	*Myotis yumanensis*	WBWG: LM			In region/**On site**
Long-eared myotis	*Myotis evotis*	WBWG: M			In region
Fringed myotis	*Myotis thysanodes*	WBWG: H			In region
Long-legged myotis	*Myotis volans*	WBWG: H			In region/**Probable on site**
California myotis	*Myotis californicus*	WBWG:L			In region/**Probable on site**
Small-footed myotis	*Myotis ciliolabrum*	WBWG: M			In region
Canyon bat	*Parastrellus hesperus*	WBWG: M			In region/**On site**
Big brown bat	*Episticus fuscus*	WBWG: L			In region
Silver-haired bat	*Lasionycteris noctivagans*	WBWG: M			In range
Hoary bat	*Lasiurus cinereus*	WBWG: M			In region/**Probable on site**
Western red bat	*Lasiurus blossevillii*	SSC, WBWG: H			In range/**Probable on site**
Western yellow bat	*Lasiurus xanthinus*	SSC, WBWG: H	Yes	Absent roosting	In region/**Probable on site**
Spotted bat	*Euderma maculatum*	SSC, WBWG: H		Absent roosting	In range
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC, WBWG: H		Absent roosting	In region
Pallid bat	*Antrozous pallidus*	SSC, WBWG: H		Absent roosting	Nearby

Common name	*Species name*	Status[1]	HCP Cover	DEIR occurrence potential	Database records, Surveys
Mexican free-tailed bat	*Tadarida brasiliensis*	WBWG: L			In region/**On site**
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC, WBWG: M		Absent roosting	In region/**Probable on site**
Big free-tailed bat	*Nyctinomops macrotis*	SSC, WBWG: MH			In range/**Probable on site**
Western mastiff bat	*Eumops perotis*	SSC, WBWG: H		Absent roosting	In range
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*	SSC	Yes	Absent	In region
Palm Springs pocket mouse	*Perognathus longimembris bangsi*	SSC	Yes	Absent	In range
Pallid San Diego pocket mouse	*Chaetodipus fallax pallidus*	SSC		Absent	In region
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC			In region
San Diego Bryant's woodrat	*Neotoma lepida intermedia*	SSC		Absent	In region
Southern grasshopper mouse	*Onychomys torridus ramona*	SSC			In region
American badger	*Taxidea taxus*	SSC		Absent	In region
Mountain lion	*Puma concolor*	SA			Nearby[2]
Peninsular bighorn sheep DPS	*Ovis canadensis pop. 2*	FE, CT, CFP	Yes	Absent	In region

[1] Listed on CDFW's Special Animals List (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406) as FT or FE = federal threatened or endangered; FC = federal candidate for listing; BGEPA = Bald and Golden Eagle Protection Act; CT or CE = California threatened or endangered; CCT or CCE = Candidate California threatened or endangered; CFP = California Fully Protected (California Fish and Game Code 3511); SSC = California Species of Special Concern, and SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively); WL = CDFW's Taxa to Watch List; WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H); BCC = U.S. Fish and Wildlife Service's Bird of Conservation Concern (https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf); and BOP = protected by Birds of Prey (California Fish and Game Code 3503.5, see https://wildlife.ca.gov/Conservation/Birds/Raptors).

[2] Roadkill

Lastly, it is not true that pallid bat, Townsend's big-eared bat, spotted bat, and Western mastiff bat are covered by the CVMSHCP. These species were considered but not covered by the Plan. Western yellow bat is the only bat species covered by the CVMSHCP.

On the Presence of Special-status Species of Wildlife

There is no doubt that at least 17 special-status species of wildlife occur on or adjacent to the project site, and seven more probably occur on or adjacent to the site (these seven having not been confirmed as the identified species by Sonobat). Modeling the rate of species detections during our morning survey and analytically bridging our survey results to a larger research effort predicts 28 diurnally active special-status species of vertebrate wildlife should be detectable on the project site after a larger survey effort conducted over the period of a year or longer. Indeed, species occurrence records reveal that 45 special-status species of vertebrate wildlife have been documented within 1.5 miles of the site, and 57 special-status species of vertebrate wildlife have been documented within four miles of the site. The evidence is overwhelming that the project site provides habitat to multiple special-status species of wildlife.

Considering our observations of at least 17 special-status species on or adjacent to the site, and considering the occurrence records of multiple other special-status species very close to the project site, it is reasonable to conclude that the project site is habitat as defined in the scientific literature (Hall et al. 1997). These species are using the site for migration stopover, survival, and reproduction. These species are members of a larger wildlife community, the entire composition of which has yet to be characterized but which undoubtedly adds to the habitat value of the project site.

BIOLOGICAL IMPACTS ASSESSMENT

The impacts analysis in CEQA review involves prediction. Predictions are necessary because measuring a project's impacts directly could not happen until after the impacts occur, and the timing of this type of measurement would come too late for the formulations of avoidance and minimization mitigation strategies that are prioritized by the CEQA. Impact predictions are necessary as part of the environmental review. The accuracy of the predictions of impacts and their significance ultimately relies on the degree of accuracy in the characterization of the existing environmental setting (Figure 4).

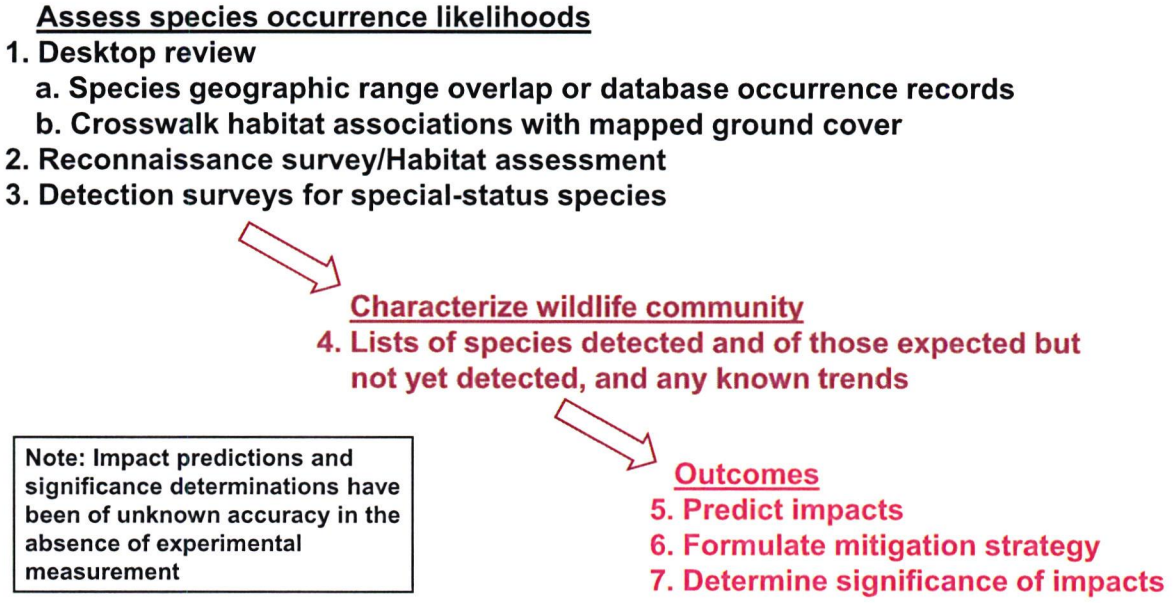


Figure 4. *General flow of information from the gathering stage through the characterization of the existing environment to predictions of impacts and their significance.*

Impact predictions can derive from speculation or from experience (Figure 5). Speculation is repeatedly discouraged in the CEQA Guidelines, because speculation is an inconclusive guess or ponderance on a phenomenon without the benefit of data. Prediction accuracy improves with experience, though the experience that can be brought to bear on impact predictions ranges from anecdotes to careful use of scientific inference. Inference is a conclusion derived logically from data that are available about a phenomenon. Any type of experience is usually better than relying on speculation, but careful scientific inference, especially inference drawn from experiments, has proven most effective. An analogy would be predicting the boiling temperature of water at a certain place with a known atmospheric pressure after having measured it hundreds of times at other places under various atmospheric pressures. The experience of measuring the boiling temperature at all these other places would certainly result in a more accurate prediction of the boiling point as compared to a speculative prediction. We know that use of inference in this example is *certainly* more predictive, and not *potentially* more predictive, because we have a long successful history with the application of this type of experimentation to draw predictive inference.

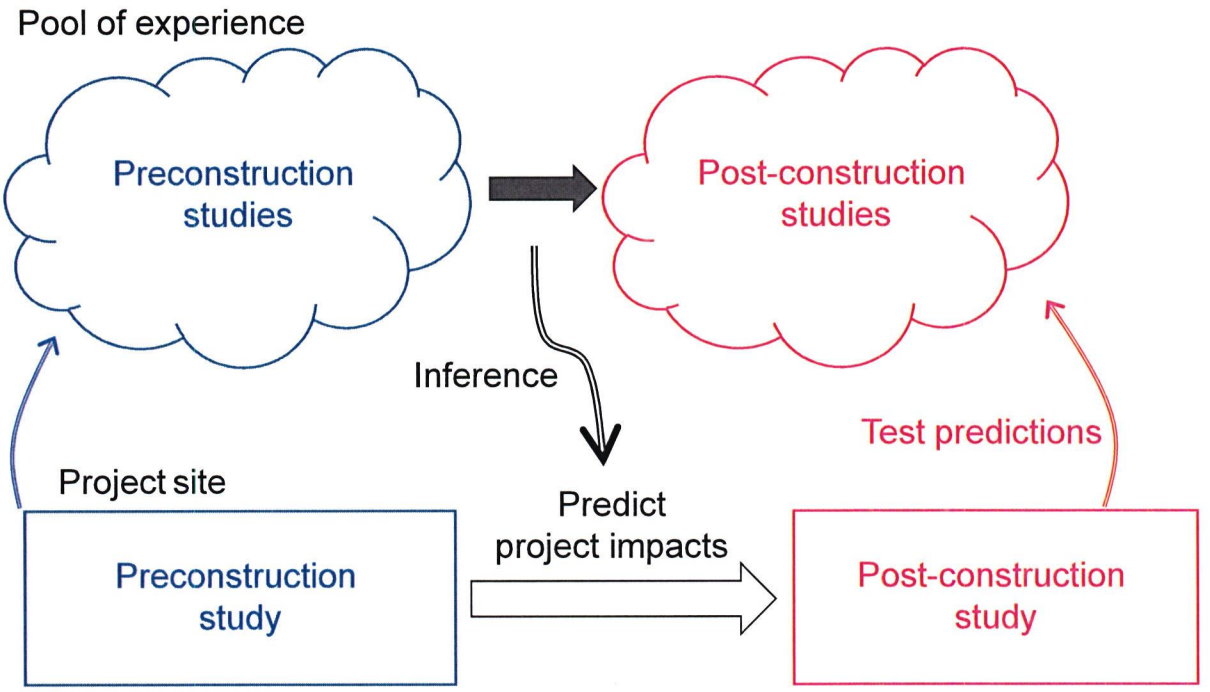


Figure 5. *A framework for arriving at predicted project impacts based on experience with other project sites. Ideally, there is a pool of similar projects in similar circumstances where predicted impacts were compared to realized impacts, and into which the proposed project can also contribute to experience.*

The many projects that have undergone CEQA review provide a comparative basis for drawing inferences needed to predict the impacts of the next proposed project (Figure 5). Reconnaissance survey results that are not compared to survey results from other project sites miss the opportunity to interpret the results for the purpose of predicting impacts. The same is true of CDNNB occurrence records. For example, it would be helpful to know how often a species lacking CNDDB occurrence records on a site is nevertheless detected onsite by reconnaissance survey(s). It would be helpful to know how often the impact predictions of other projects are proven accurate, and how often the required mitigation measures are proven effective. The comparative method enables the use of scientific inference over speculation and the blind confidence of simply repeating impact conclusions of unknown accuracy and mitigation strategies of unknown efficacy.

In the following, I analyze several types of impacts likely to result from the project, none of which are analyzed adequately or at all in the DEIR.

REDUCED PRODUCTIVE CAPACITY FROM HABITAT LOSS

Habitat loss results in a reduced productive capacity of affected wildlife species. The site is habitat to at least 63 species of vertebrate wildlife which we observed on or adjacent to the site, but the number of avian nest sites remains unknown. Because our survey was

only an out-of-season reconnaissance survey and therefore unsuitable for detecting all bird nests on the site, estimating total nest density of birds was not possible. The alternative method would be to infer productive capacity from estimates of total nest density elsewhere. Noriko Smallwood and I have completed studies to estimate total avian nest density in similar environments in the local area.

Noriko estimated 18.18 nests/acre on the riparian portion of a 5.83-acre study site in Murrieta, California, and coincidentally I estimated 18.18 nests/acre on the cattail-dominated freshwater marsh portion of a 4.22-acre study site east of Davis, California. This density applied to the 0.72 acres of two clumps of trees on the project site and to the 9.6 acres of freshwater marsh along the southern edge of the project site predicts 188 nest sites. Assuming 1.39 broods per nest site based on a review of 322 North American bird species, which averaged 1.39 broods per year, then I estimate 261 nest attempts per year on the project site. Assuming Young's (1948) study site typifies bird productivity of 2.9 fledged birds per nest attempt, then I predict 757 fledglings/year at the project site.

The loss of 188 nest sites and 261 nest attempts per year would qualify as significant impacts that have not been analyzed in the DEIR. But the impacts would not end with the immediate loss of nest sites. The reproductive capacity of the site would be lost. The project would prevent the production of 757 fledglings per year. Assuming an average bird generation time of 4 years, the lost capacity of both breeders and annual fledgling production can be estimated from an equation in Smallwood (2022): {(nests/year × chicks/nest × number of years) + (2 adults/nest × nests/year) × (number of years ÷ years/generation)} ÷ (number of years) = 851 birds per year denied to California.

The loss of 851 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most if not all these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds. The loss of 851 birds would easily qualify as an unmitigated significant impact.

INTERFERENCE WITH WILDLIFE MOVEMENT

One of CEQA's principal concerns regarding potential project impacts is whether a proposed project would interfere with wildlife movement in the region. The project site is obviously important to wildlife movement in the region, because Noriko and I observed many large mixed flocks of red-winged blackbirds and yellow-headed blackbirds fly across the southern aspect of the project site, mostly heading east or west (Photo 21). We also observed large flocks of brown-headed cowbirds, American pipits and California horned larks flying across the project site, as well as smaller flocks of American white pelicans, great-tailed grackles, common ravens, snowy egrets (headed north), house finches, western meadowlarks, and turkey vultures. We also observed birds flying across singly, including Caspian tern, great blue heron, and short-eared owl, and there were birds foraging on the site, including American kestrel and Say's phoebe. All the bat species we detected had passed over part of the project site, because we would not have detected them unless they were calling within 30 feet of our detectors.

The evidence is overwhelming that the project site is situated on the daily flight paths of thousands of birds. It is also adjacent to two large areas of natural vegetation cover, it includes a long reach of freshwater marsh that is loaded with common yellowthroats, marsh wrens, American coots, pied-billed grebes and gadwall.

It is therefore contrary to the evidence where the DEIR (p. 2.6-11) reports, "According to the Biological Resources Assessment Report prepared for the Project, the site does not provide connectivity to any adjacent well-developed native habitat or conservation areas." Also inconsistent with the evidence is the statement on p. 2.6-11: "Some sensitive bird species may forage over the Project site. ... however, this potential is considered low to very low." In fact, hundreds if not thousands of yellow-headed blackbirds flew over the site as we watched, and American white pelicans also flew over it, as did other sensitive bird species.

Otherwise, the analysis in the DEIR is merely speculative, such as on p. 2.6-11 where it reasons, "Given that the subject site is currently unfenced and adjoined by vacant lands to the south and west of the Project site, it is possible that some species may use the site as a movement corridor. Development of the site, as proposed, could potentially incrementally limit the ability of various species to use the site as a movement corridor. However, because the site is currently in active agricultural use and provides little to no vegetative cover or habitat for nesting birds, fish, or other migratory wildlife, it is not expected to be in use as an established corridor. Furthermore, given the prevalence of vacant sites and other lands in agriculture in the Project vicinity, it is unlikely that the proposed development would interfere substantially with the movement of any migratory or native species. The Project would not impact currently undisturbed lands, occurring mostly to the south of the site, which may provide more established movement corridors." Instead of speculating, the analysis should have been based on a program of observations to establish whether and how wildlife use the project site for movement in the region. However, the only survey performed on the site was WSP's very brief drive-around in a car in the middle of the day when migratory birds are not flying across the site. WSP (2022) does not provide the due diligence necessary for understanding how wildlife move across the project site, and the evidence of this is that WSP's biologist failed to see the thousands of birds that fly across the site daily.

BIRD-WINDOW COLLISION MORTALITY

The project would introduce glass windows into an essential portion of avian habitat – that portion of the gaseous atmosphere that is referred to as the aerosphere (Davy et al. 2017, Diehl et al. 2017). The aerosphere is where birds and bats and other volant animals with wings migrate, disperse, forage, perform courtship and where some of them mate. Birds are some of the many types of animals that evolved wings as a morphological adaptation to thrive by moving through the medium of the aerosphere. The aerosphere is habitat, to which an entire discipline of ecology has emerged to study this essential aspect of habitat – the discipline of aeroecology (Kunz et al. 2008).

Many special-status species of birds have been recorded at or near the aerosphere of the project site. My database review and Noriko's site visit indicate there are 101 special-

status species of birds with potential to use the site's aerosphere (Table 2). All the birds represented in Table 2 can quickly fly from wherever they have been documented to the project site, so they would all be within brief flights to the proposed project's windows. The consultants and Noriko have confirmed 74 vertebrate wildlife species on the project site, some of them flying across the site.

Window collisions are often characterized as either the second or third largest source or human-caused bird mortality. The numbers behind these characterizations are often attributed to Klem's (1990) and Dunn's (1993) estimates of about 100 million to 1 billion bird fatalities in the USA, or more recently by Loss et al.'s (2014) estimate of 365-988 million bird fatalities in the USA or Calvert et al.'s (2013) and Machtans et al.'s (2013) estimates of 22.4 million and 25 million bird fatalities in Canada, respectively. The proposed project would impose windows in the airspace normally used by birds.

Glass-façades of buildings intercept and kill many birds, but they are differentially hazardous to birds based on spatial extent, contiguity, orientation, and other factors. At Washington State University, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a three-story glass walkway (no fatality adjustments attempted). Prior to marking the windows to warn birds of the collision hazard, the collision rate was 84.7 per year. At that rate, and by not attempting to adjust the fatality estimate for the proportion of fatalities not found, 4,574 birds were likely killed over the 54 years since the start of their study, and that's at a relatively small building façade. Accounting for the proportion of fatalities not found in searches, the number of birds killed by this walkway over the last 54 years would have been about 14,270. And this is just for one 3-story, glass-sided walkway between two college campus buildings.

Klem's (1990) estimate was based on speculation that 1 to 10 birds are killed per building per year, and this speculated range was extended to the number of buildings estimated by the US Census Bureau in 1986. Klem's speculation was supported by fatality monitoring at only two houses, one in Illinois and the other in New York. Also, the basis of his fatality rate extension has changed greatly since 1986. Whereas his estimate served the need to alert the public of the possible magnitude of the bird-window collision issue, it was highly uncertain at the time and undoubtedly outdated more than three decades hence. Indeed, by 2010 Klem (2010) characterized the upper end of his estimated range – 1 billion bird fatalities – as conservative. Furthermore, the estimate lumped species together as if all birds are the same and the loss of all birds to windows has the same level of impact.

By the time Loss et al. (2014) performed their effort to estimate annual USA bird-window fatalities, many more fatality monitoring studies had been reported or were underway. Loss et al. (2014) incorporated many more fatality rates based on scientific monitoring, and they were more careful about which fatality rates to include. However, they included estimates based on fatality monitoring by homeowners, which in one study were found to detect only 38% of the available window fatalities (Bracey et al. 2016). Loss et al. (2014) excluded all fatality records lacking a dead bird in hand, such as injured birds or feather or blood spots on windows. Loss et al.'s (2014) fatality metric

was the number of fatalities per building (where in this context a building can include a house, low-rise, or high-rise structure), but they assumed that this metric was based on window collisions. Because most of the bird-window collision studies were limited to migration seasons, Loss et al. (2014) developed an admittedly assumption-laden correction factor for making annual estimates. Also, only two of the studies included adjustments for carcass persistence and searcher detection error, and it was unclear how and to what degree fatality rates were adjusted for these factors. Although Loss et al. (2014) attempted to account for some biases as well as for large sources of uncertainty mostly resulting from an opportunistic rather than systematic sampling data source, their estimated annual fatality rate across the USA was highly uncertain and vulnerable to multiple biases, most of which would have resulted in fatality estimates biased low.

In my review of bird-window collision monitoring, I found that the search radius around homes and buildings was very narrow, usually 2 meters. Based on my experience with bird collisions in other contexts, I would expect that a large portion of bird-window collision victims would end up farther than 2 m from the windows, especially when the windows are higher up on tall buildings. In my experience, searcher detection rates tend to be low for small birds deposited on ground with vegetation cover or woodchips or other types of organic matter. Also, vertebrate scavengers entrain on anthropogenic sources of mortality and quickly remove many of the carcasses, thereby preventing the fatality searcher from detecting these fatalities. Adjusting fatality rates for these factors – search radius bias, searcher detection error, and carcass persistence rates – would greatly increase nationwide estimates of bird-window collision fatalities.

Buildings can intercept many nocturnal migrants as well as birds flying in daylight. As mentioned above, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a four-story glass walkway at Washington State University (no adjustments attempted for undetected fatalities). Somerlot (2003) found 21 bird fatalities among 13 buildings on a university campus within only 61 days. Monitoring twice per week, Hager at al. (2008) found 215 bird fatalities of 48 species, or 55 birds/building/year, and at another site they found 142 bird fatalities of 37 species for 24 birds/building/year. Gelb and Delacretaz (2009) recorded 5,400 bird fatalities under buildings in New York City, based on a decade of monitoring only during migration periods, and some of the high-rises were associated with hundreds of fatalities each. Klem et al. (2009) monitored 73 building façades in New York City during 114 days of two migratory periods, tallying 549 collision victims, nearly 5 birds per day. Borden et al. (2010) surveyed a 1.8 km route 3 times per week during 12-month period and found 271 bird fatalities of 50 species. Parkins et al. (2015) found 35 bird fatalities of 16 species within only 45 days of monitoring under 4 building façades. From 24 days of survey over a 48-day span, Porter and Huang (2015) found 47 fatalities under 8 buildings on a university campus. Sabo et al. (2016) found 27 bird fatalities over 61 days of searches under 31 windows. In San Francisco, Kahle et al. (2016) found 355 collision victims within 1,762 days under a 5-story building. Ocampo-Peñuela et al. (2016) searched the perimeters of 6 buildings on a university campus, finding 86 fatalities after 63 days of surveys. One of these buildings produced 61 of the 86 fatalities, and another building with collision-deterrent glass caused only 2 of the fatalities, thereby indicating a wide range in impacts likely influenced by various factors. There is

ample evidence available to support my prediction that the proposed project would result in many collision fatalities of birds.

Project Impact Prediction

By the time of these comments, I had reviewed and processed results of bird collision monitoring at 213 buildings and façades for which bird collisions per m^2 of glass per year could be calculated and averaged (Johnson and Hudson 1976, O'Connell 2001, Somerlot 2003, Hager et al. 2008, Borden et al. 2010, Hager et al. 2013, Porter and Huang 2015, Parkins et al. 2015, Kahle et al. 2016, Ocampo-Peñuela et al. 2016, Sabo et al. 2016, Barton et al. 2017, Gomez-Moreno et al. 2018, Schneider et al. 2018, Loss et al. 2019, Brown et al. 2020, City of Portland Bureau of Environmental Services and Portland Audubon 2020, Riding et al. 2020). These study results averaged 0.073 bird deaths per m^2 of glass per year (95% CI: 0.042-0.102). This average and its 95% confidence interval provide a robust basis for predicting fatality rates at a proposed new project.

The DEIR does not report the extents of exterior glass windows, nor does it depict windows in renderings of the project's structures. Fortunately, I have maintained a database of the extents of structural glass and how these extents relate to floorspace of various types of recently proposed building projects in California. Table 3 summarizes my predicted extents of external glass in the project, as well as the bases of my predictions. Ignoring glass on RVs, I predict a total 63,974 m^2 of external glass in the project. The above-reported average of bird collision deaths per m^2 of glass per year applied to 63,974 m^2 of external glass in the project predicts 4,677 (95% CI: 2,777–6,577) bird collision fatalities per year.

Table 3. *Derivation of predicted extents of external glass in the project, where N refers to the number of projects I reviewed which contributed to the mean of sf/unit and m^2/sf glass windows.*

Project element	Units	Sf/Unit[a]	Total sf	m^2/sf glass window	N	m^2 of glass windows
Estate homes	132	3,800	501,600	0.024939	1	12,509
Single-family	390	1,900	741,000	0.015193	5	11,258
Modular	500	1,800	900,000	0.015193		13,674
Resort condos	340	1,600	544,000	0.034907	15	18,989
Commercial			275,000	0.016213	3	4,459
Offices & Event center			85,000	0.023307	6	1,981
Hotel	150	400	67,500b	0.016213	4	1,094
Total						63,974

[a] Assumed based on my reviews of other projects
[b] Added sf for communal spaces

The vast majority of these predicted deaths would be of birds protected under the Migratory Bird Treaty Act and under the California Migratory Bird Protection Act, thus causing significant unmitigated impacts. Given the predicted level of bird-window collision mortality, and the lack of any proposed mitigation, it is my opinion that the

proposed project would result in potentially significant adverse biological impacts, including the unmitigated take of both terrestrial and aerial habitat of birds and other sensitive species. Not only would the project take habitat of rare and sensitive species of birds, but it would transform the project's airspace into a lethal collision trap to birds.

Of particular concern is the proposed resort hotel at the southwest corner of the project site. This hotel would occur right on the major flight path of thousands of birds that traverse the site daily. These birds are flying within the height domain of the hotel. The light emitted from hotel windows could confuse many birds, and the windows would pose lethal traps. The bird-collision mortality I predict above could be exceeded due to the poor siting of the hotel.

MOSQUITO AND VECTOR CONTROL

The siting of the resort hotel and worker housing adjacent to a long reach of freshwater marsh would probably result in the eventual degradation or even the elimination of the marsh. The dense populations of mosquitoes of that marsh are aggressive feeders, and they would irritate hotel patrons and residents to the point of complaint. Public nuisance and public safety would require mosquito and vector control, and this response would diminish the food supply of local birds and bats. The ecological impacts of mosquito and vector control would be devastating. Yet no analysis of these impacts appears in the DEIR.

WILDLIFE DEPREDATION BY HOUSE CATS

Considering national trends, it is safe to assume that house cats would be introduced to the project area by residents of the proposed residential units. This is significant because house cats serve as one of the largest sources of avian mortality in North America (Dauphiné and Cooper 2009, Blancher 2013, Loss et al. 2013, Loyd et al. 2017). Loss et al. (2013) estimated 139 million cats in the USA in 2013 (range 114 to 164 million), which killed an estimated 16.95 billion vertebrate wildlife annually (range 7.6 to 26.3 billion). In 2012 there were 0.44 house cats per human in the USA, and 122 vertebrate animals were killed per cat, free-ranging members of which killed disproportionately larger numbers of vertebrate wildlife. The DEIR reports there would be 3,677 new residents. The above rates of cat ownership applied to this number of new residents would predict 1,618 new cats, which based on the findings of Loss et al. (2013) would kill 197,396 vertebrate wildlife per year.

House cats also contribute to downstream loading of *Toxoplasma gondii*. According to a UC Davis wildlife health research program, "*Toxoplasma gondii is a parasite that can infect virtually all warm-blooded animals, but the only known definitive hosts are cats – domesticated and feral house cats included. Cats catch the parasite through hunting rodents and birds and they offload it into the environment through their feces... and ...rain that falls on cement creates more runoff than rain that falls on natural earth, which contributes to increased runoff that can carry fecal pathogens to the sea*" (Thje original link is no longer active, but the quote came from the program described at: https://whc.vetmed.ucdavis.edu/programs-projects/ca-conservation/sea-otter).

Impacts to wildlife from the introduction of house cats into the environment would be highly significant, and yet these impacts are not considered in the DEIR. An obvious mitigation measure would be to constrain house cat ownership such as requiring cats to remain indoors.

TRAFFIC IMPACTS ON WILDLIFE

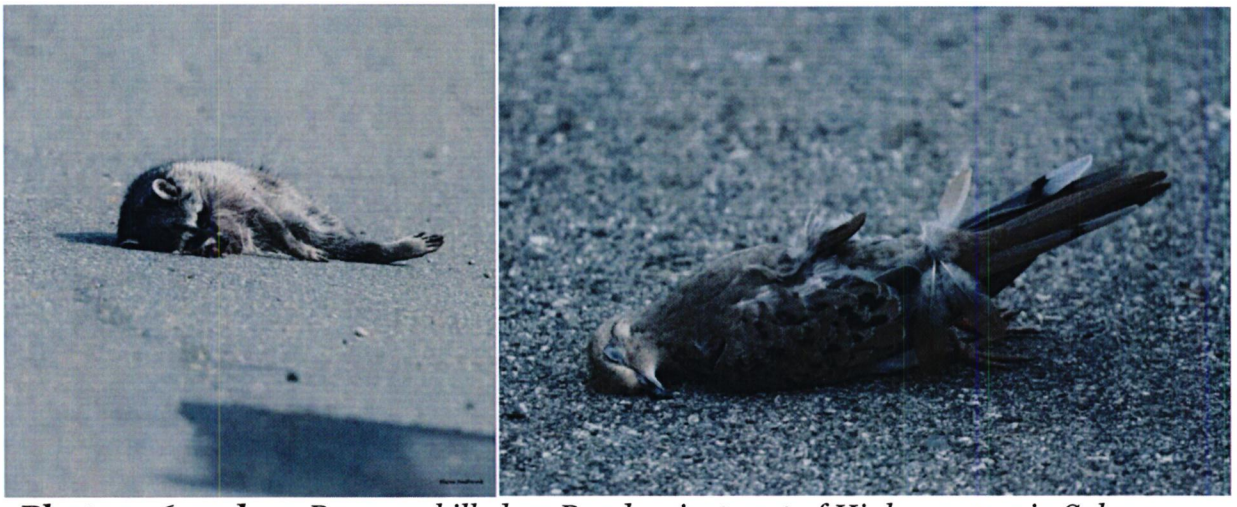
The DEIR neglects to address one of the project's most obvious, substantial impacts to wildlife, and that is wildlife mortality and injuries caused by project-generated traffic. Project-generated traffic would endanger wildlife that must, for various reasons, cross roads used by the project's traffic (Photos 34–37), including along roads far from the project footprint but which would nevertheless by traversed by automobiles head to or from the project's building. Vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level (Forman et al. 2003). Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.



Photo 34. *A white-tailed antelope squirrel runs across the road just in the Coachella Valley, 26 May 2022. Such road crossings are usually successful, but too often prove fatal to the animal.*



Photo 35. *A coyote uses the crosswalk to cross a road on 2 February 2023. Not all drivers stop, nor do all animals use the crosswalk. Too often, animals are injured or killed when they attempt to cross roads.*



Photos 36 and 37. *Raccoon killed on Road 31 just east of Highway 505 in Solano County (left; photo taken on 10 November 2018), and mourning dove killed by vehicle on a Bakersfield road (right; photo by Noriko Smallwood, 21 June 2020.)*

The nearest study of traffic-caused wildlife mortality was performed along a 2.5-mile stretch of Vasco Road in Contra Costa County, California. Fatality searches in this study found 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study next to Vasco Road (Brown et al. 2016). Brown et al.'s (2016) adjustment factors for carcass persistence resembled those of Santos et al. (2011). Also applying searcher detection rates from Brown et al. (2016), the adjusted total number of fatalities was estimated at 9,462 animals killed by traffic on the road. This fatality number projected over 1.25 years and 2.5 miles of road translates to 3,028 wild animals per mile per year. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 188,191 animals killed per 100 km of road per year, or 22 times that of Loss et al.'s (2014) upper bound estimate and 53 times the Canadian estimate. An analysis is needed of whether increased traffic generated by the project site would similarly result in local impacts on wildlife.

For wildlife vulnerable to front-end collisions and crushing under tires, road mortality can be predicted from the study of Mendelsohn et al. (2009) as a basis, although it would be helpful to have the availability of more studies like that of Mendelsohn et al. (2009) at additional locations. My analysis of the Mendelsohn et al. (2009) data resulted in an estimated 3,028 animals killed per mile along a county road in Contra Costa County. The estimated numbers of fatalities were 1.75% birds, 26.4% mammals (many mice and pocket mice, but also ground squirrels, desert cottontails, striped skunks, American badgers, raccoons, and others), 67.4% amphibians (large numbers of California tiger salamanders and California red-legged frogs, but also Sierran treefrogs,

western toads, arboreal salamanders, slender salamanders and others), and 4.4% reptiles (many western fence lizards, but also skinks, alligator lizards, and snakes of various species). VMT is useful for predicting wildlife mortality because I was able to quantify miles traveled along the studied reach of Vasco Road during the time period of the Mendelsohn et al. (2009), hence enabling a rate of fatalities per VMT that can be projected to other sites, assuming similar collision fatality rates.

Predicting project-generated traffic impacts on wildlife

The DEIR predicts 63,260,124 annual VMT would be generated by the project. During the Mendelsohn et al. (2009) study, 19,500 cars traveled Vasco Road in Contra Costa County daily, so the vehicle miles that contributed to my estimate of non-volant fatalities was 19,500 cars and trucks × 2.5 miles × 365 days/year × 1.25 years = 22,242,187.5 vehicle miles per 9,462 wildlife fatalities, or 2,351 vehicle miles per fatality. This rate divided into the predicted annual VMT would predict 26,908 vertebrate wildlife fatalities per year due to project-generated traffic. Even if traffic-caused wildlife mortality would be half this number, it still would be a large number of animals killed by the project's traffic.

Based on my analysis, the project-generated traffic would cause substantial, significant impacts to wildlife. The DEIR does not address this potential impact, let alone propose to mitigate it. Mitigation measures to improve wildlife safety along roads are available and are feasible, and they need exploration for their suitability with the proposed project. Given the predicted level of project-generated traffic-caused mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, and that, as the EIR is currently written, these impacts would be unmitigated.

CUMULATIVE IMPACTS

The DREIR's cumulative impacts analysis is flawed. There is no list of past, ongoing and future projects in the area that would provide context for the analysis. No geographic scope of analysis is defined. Furthermore, the DEIR points out that the project site "has been heavily altered through agricultural activity for several decades," as if this condition exempts the project from cumulative impacts analysis. In fact, the poor condition of the site is evidence of incremental cumulative impacts and it heightens the need for a serious cumulative impacts analysis.

The DEIR reports that the project site has low conservation value, but its basis for reporting this is based on a mid-day drive-through survey performed by WSP (2022) that failed to detect the thousands of birds flying across the site at dusk and the many bats of at least nine species foraging on the site at night. To all these species, the project site is of critical conservation value.

The DEIR (p. 2.6-14) claims that "The lands adjacent to the Project have also been disturbed for agricultural development, road maintenance, residential use, and livestock use. Surrounding properties are presently used for residential development, agriculture,

equestrian paddocks, and date palm groves. Other nearby lands are vacant but have previously been in cultivation greatly reducing the habitat values of these lands. Developing the Project site would be therefore likely to have less than significant impacts to wildlife movement in the area." But again, these claims, to the degree they are true, would serve as evidence of incremental cumulative impacts that only heighten the need for a serious cumulative impacts analysis. If it only takes disturbances around project sites to cancel cumulative impacts analysis, then such analysis would rarely if ever be performed in California. Contrary to the DEIR's argument, such disturbances likely contributed to cumulative impacts, to which the project would contribute even more.

The DEIR claims that the project would contribute its mitigation fee to the CVMSHCP, and that the CVMSHCP would conserve the special-status species at issue. However, as I noted earlier, only a few of those that are covered by it have been documented at the project site, and otherwise most of the special-status species at issue are not covered by the CVMSHCP. There is no evidence that any of these species would benefit from the fees paid into the CVMSHCP. Each species lives within a unique habitat, so the conservation benefits gained for an HCP-covered species might not extend to other species affected by the project. For example, yellow-headed blackbirds likely would not benefit from conservation easements purchased on sand dunes to protect Coachella Valley fringe-toed lizard.

Moreover, I reviewed the CVMSHCP and its supporting documents to ascertain its performance standards and measurement of progress towards those standards. I could not find biological performance standards, such as minimum numbers of individuals to be achieved through conservation actions, or minimum productivity of each species, or even a minimum species richness as a community metric. Perhaps such performance standards exist, but they were not readily apparent to me. I did find that biological monitoring reports have been delivered with CVMSHCP annual reports. The biological monitoring studies have generated many interesting results, but it remains unclear how those results relate to CVMSHCP performance standards. The biological monitoring reports include many tests of hypotheses that are of obvious interest to the investigators, and of interest to me as a scientist, but most of them fail to inform the reader of whether the CVMSHCP is conserving the species it covers.

The performance standards of the CVMSHCP appear more focused on acreage conserved. Target acres to conserve have been identified specific to the habitat needs of each covered species. Many acres have been conserved to date, and this level of conservation certainly looks impressive. However, most of the conserved acreage has been committed by state and federal agencies, and much less of it by CVMSHCP permittees. Whereas the agencies have achieved 60% of their acreage goals to the reserve system since inception of the CVMSHCP in 2008, the permittees have achieved only 13.7% of their acreage goal (Annual Report 2020). Between 1996 and 2020, permittees contributed an average 552 acres per year in exchange for an allowed authorized disturbance to 898 acres/year (22,420 acres total). Outside conservation areas, 7,016 acres of Coachella Valley fringe-toed lizard habitat have been taken through

2020, whereas 2,391 acres of habitat have been conserved. It appears that authorized take is being front-loaded while conserved acreage from permittee fees lags.

The performance standards of the CVMSHCP are lagging. Until the performance of the CVMSHCP can be demonstrated through both acreage and species conserved, I suggest the more prudent mitigation would be to formulate measures outside the CVMSHCP process. And there are too many special-status species that would not necessarily benefit from the CVMSHCP because they lack coverage and the CVMSHCP was not designed with them in mind.

MITIGATION STRATEGY

As I commented earlier, the mitigation strategy needs to be based on a sound understanding of the existing wildlife community. It needs to be known which species occur or are likely to occur on the project site as well as the nature of their occurrences. Are the occurrences of resident species? Migratory? For particular species such as special-status species, detection surveys should have been performed to either detect the species or to obtain evidence of absence. The mitigation strategy needs to follow the steps under Assess species occurrence likelihoods and Characterize wildlife community, followed by Step 7: Predict impacts (Figure 4). The DEIR's mitigation strategy does not follow from these steps. This pointed out, my comments follow in regular font the summary of each required mitigation measure in italics.

BIO-1 *Construction of the Project and the Middleton Reservoir either must avoid initiating site disturbance during the nesting season (February 1 to August 31) or, if construction or other Project-related activities will proceed during nesting season, then nesting bird surveys must be conducted by a qualified ornithologist or biologist immediately prior to on-site disturbance. Surveys must be conducted no more than three days prior to commencement of site disturbance. ... If nesting birds are found on the Project site, no work is permitted near the nest until the young have fledged. The CDFW generally recommends avoidance buffers of about 500 feet for birds-of-prey and species listed as threatened or endangered, and 100 to 300 feet for unlisted songbirds.*

Should the project go forward, I concur with the need to perform preconstruction surveys, but more than 3 days would be needed to complete enough surveys to detect all nest sites on the 619-acre site. Surveys to detect all nest sites consist of two steps, both of which are very difficult. First, the biologist(s) performing the survey must identify birds that are breeding. Second, the biologist(s) must locate the breeding birds' nests. The first step is typically completed by observing bird behaviors such as food deliveries and nest territory defense. To be successful these types of observations typically require many surveys on many dates spread throughout the breeding season even for a single species. To identify and locate the birds of all species nesting on a site requires a much greater survey effort than can be accomplished by a preconstruction survey within 3 days of the start of construction. Even assuming all the predicted 188 nest sites could be found (not likely), the mitigation measure would apply only to the breeding season of the survey. After the breeding season of the preconstruction survey, California would be

denied the production of birds from the project site during every subsequent year. The project's impacts on birds would be permanent and of large magnitude.

The mitigation language allows a single individual to make a subjective decision, outside the public's view, to determine the buffer area or when to relax the buffers for any given species. This measure lacks objective criteria, and it is therefore unenforceable.

Furthermore, the DEIR fails to cite evidence of the efficacy this measure where it has been applied elsewhere. The DEIR needs to convince the public and decision-makers that the measure has already proven effective at other projects.

BIO-2 *A preconstruction burrowing owl survey following the CDFG (2012) guidelines must be conducted prior to any ground-disturbing activities at the Project and Middleton Reservoir sites. If found on site, and unless avoidable, all burrowing owls must be relocated prior to any ground disturbing activities. If burrowing owls remain on-site, a Burrowing Owl Relocation and Management Plan must be prepared to describe how the burrowing owl will be actively or passively relocated per CDFW guidelines. Relocation will also require prior permission from the CDFW and shall only occur outside of the breeding season. Relocation plans must also be submitted to and approved by the County Environmental Programs Department prior to implementation.*

To follow the CDFW (2012) guidelines, breeding-season detection surveys must be completed prior to the public circulation of the DEIR. This has not happened, so unless the EIR is withdrawn and revised, a preconstruction survey for burrowing owls could not possibly follow the CDFW (2012) guidelines.

Because the burrowing owl is a candidate for listing under California Endangered Species Act, consultation with the CDFW needs to begin before any surveys are conducted. Even if no burrowing owls are detected, the loss of foraging habitat would need to be mitigated. Also, CDFW (2012) warns that passive or active translocation of burrowing owls can be interpreted as take. Take of a candidate species is not allowed.

NEEDED MITIGATION MEASURES

Habitat loss: Should the project go forward, compensatory mitigation is needed for the loss of habitat of species that are not covered by the CVMSHCP. I suggest a 3:1 mitigation ratio to ensure no-net-loss of habitat value.

Bird-Window Collision Mortality: If the project goes forward, it should at a minimum adhere to available Bird-Safe Guidelines, such as those prepared by American Bird Conservancy and New York and San Francisco. The American Bird Conservancy (ABC) produced an excellent set of guidelines recommending actions to: (1) Minimize use of glass; (2) Placing glass behind some type of screening (grilles, shutters, exterior shades); (3) Using glass with inherent properties to reduce collisions, such as patterns, window films, decals or tape; and (4) Turning off lights during migration seasons (Sheppard and Phillips 2015). The City of San Francisco (San Francisco Planning

Department 2011) also has a set of building design guidelines, based on the excellent guidelines produced by the New York City Audubon Society (Orff et al. 2007). The ABC document and both the New York and San Francisco documents provide excellent alerting of potential bird-collision hazards as well as many visual examples. The San Francisco Planning Department's (2011) building design guidelines are more comprehensive than those of New York City, but they could have gone further. For example, the San Francisco guidelines probably should have also covered scientific monitoring of impacts as well as compensatory mitigation for impacts that could not be avoided, minimized or reduced.

New research results inform of the efficacy of marking windows. Whereas Klem (1990) found no deterrent effect from decals on windows, Johnson and Hudson (1976) reported a fatality reduction of about 69% after placing decals on windows. In an experiment of opportunity, Ocampo-Peñuela et al. (2016) found only 2 of 86 fatalities at one of 6 buildings – the only building with windows treated with a bird deterrent film. At the building with fritted glass, bird collisions were 82% lower than at other buildings with untreated windows. Kahle et al. (2016) added external window shades to some windowed façades to reduce fatalities 82% and 95%. Brown et al. (2020) reported an 84% lower collision probability among fritted glass windows and windows treated with ORNILUX R UV. City of Portland Bureau of Environmental Services and Portland Audubon (2020) reduced bird collision fatalities 94% by affixing marked Solyx window film to existing glass panels of Portland's Columbia Building. Many external and internal glass markers have been tested experimentally, some showing no effect and some showing strong deterrent effects (Klem 1989, 1990, 2009, 2011; Klem and Saenger 2013; Rössler et al. 2015).

Van Doren et al. (2021) found that nocturnal migrants contributed most of the collision fatalities in their study, and the largest predictors of fatalities were peak migration and lit windows. Van Doren et al. (2021) predicted that a light-out mitigation measure could reduce bird-window collision mortality by 60%.

Monitoring and the use of compensatory mitigation should be incorporated at any new building project because the measures recommended in the available guidelines remain of uncertain efficacy, and even if these measures are effective, they will not reduce collision fatalities to zero. The only way to assess mitigation efficacy and to quantify post-construction fatalities is to monitor the project for fatalities.

Fund Wildlife Rehabilitation Facilities: Compensatory mitigation ought also to include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Many animals would likely be injured by collisions with windows of homes and with automobiles traveling to and from the project site, and by attempted predation by free-ranging house cats.

Landscaping: If the project goes forward, California native plant landscaping (i.e., grassland and locally appropriate scrub plants) should be considered to be used as opposed to landscaping with lawn and exotic shrubs and trees. Native plants offer more structure, cover, food resources, and nesting substrate for wildlife than landscaping with

lawn and ornamental trees. Native plant landscaping has been shown to increase the abundance of arthropods which act as important sources of food for wildlife and are crucial for pollination and plant reproduction (Narango et al. 2017, Adams et al. 2020, Smallwood and Wood 2022.). Further, many endangered and threatened insects require native host plants for reproduction and migration, e.g., monarch butterfly. Around the world, landscaping with native plants over exotic plants increases the abundance and diversity of birds, and it is particularly valuable to native birds (Lerman and Warren 2011, Burghardt et al. 2008, Berthon et al. 2021, Smallwood and Wood 2022). Landscaping with native plants is a way to maintain or to bring back some of the natural habitat and lessen the footprint of urbanization by acting as interconnected patches of habitat for wildlife (Goddard et al. 2009, Tallamy 2020). Lastly, not only does native plant landscaping benefit wildlife, it requires less water and maintenance than traditional landscaping with lawn and hedges.

Thank you for your consideration,



Shawn Smallwood, Ph.D.

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Photo 38. *Great blue heron on the south side of the project site, 17 October 2025.*

Kenneth Shawn Smallwood
Curriculum Vitae

3108 Finch Street
Davis, CA 95616
Phone (530) 756-4598
Cell (530) 601-6857
puma@dcn.org

Born May 3, 1963 in
Sacramento, California.
Married, father of two.

Ecologist

Expertise

- Finding solutions to controversial problems related to wildlife interactions with human industry, infrastructure, and activities;
- Wildlife monitoring and field study using GPS, thermal imaging, behavior surveys;
- Using systems analysis and experimental design principles to identify meaningful ecological patterns that inform management decisions.

Education

Ph.D. Ecology, University of California, Davis. September 1990.
M.S. Ecology, University of California, Davis. June 1987.
B.S. Anthropology, University of California, Davis. June 1985.
Corcoran High School, Corcoran, California. June 1981.

Experience

- 762 professional reports, including:
- 90 peer reviewed publications
- 24 in non-reviewed proceedings
- 646 reports, declarations, posters and book reviews
- 8 in mass media outlets
- 92 public presentations of research results

Editing for scientific journals: Guest Editor, *Wildlife Society Bulletin*, 2012-2013, of invited papers representing international views on the impacts of wind energy on wildlife and how to mitigate the impacts. Associate Editor, *Journal of Wildlife Management*, March 2004 to 30 June 2007. Editorial Board Member, *Environmental Management*, 10/1999 to 8/2004. Associate Editor, *Biological Conservation*, 9/1994 to 9/1995.

Member, Alameda County Scientific Review Committee (SRC), August 2006 to April 2011. The five-member committee investigated causes of bird and bat collisions in the Altamont Pass Wind Resource Area, and recommended mitigation and monitoring measures. The SRC reviewed the science underlying the Alameda County Avian Protection Program, and advised

the County on how to reduce wildlife fatalities.

Consulting Ecologist, 2004-2007, California Energy Commission (CEC). Provided consulting services as needed to the CEC on renewable energy impacts, monitoring and research, and produced several reports. Also collaborated with Lawrence-Livermore National Lab on research to understand and reduce wind turbine impacts on wildlife.

Consulting Ecologist, 1999-2013, U.S. Navy. Performed endangered species surveys, hazardous waste site monitoring, and habitat restoration for the endangered San Joaquin kangaroo rat, California tiger salamander, California red-legged frog, California clapper rail, western burrowing owl, salt marsh harvest mouse, and other species at Naval Air Station Lemoore; Naval Weapons Station, Seal Beach, Detachment Concord; Naval Security Group Activity, Skaggs Island; National Radio Transmitter Facility, Dixon; and, Naval Outlying Landing Field Imperial Beach.

Part-time Lecturer, 1998-2005, California State University, Sacramento. Instructed Mammalogy, Behavioral Ecology, and Ornithology Lab, Contemporary Environmental Issues, Natural Resources Conservation.

Senior Ecologist, 1999-2005, BioResource Consultants. Designed and implemented research and monitoring studies related to avian fatalities at wind turbines, avian electrocutions on electric distribution poles across California, and avian fatalities at transmission lines.

Chairman, Conservation Affairs Committee, The Wildlife Society--Western Section, 1999-2001. Prepared position statements and led efforts directed toward conservation issues, including travel to Washington, D.C. to lobby Congress for more wildlife conservation funding.

Systems Ecologist, 1995-2000, Institute for Sustainable Development. Headed ISD's program on integrated resources management. Developed indicators of ecological integrity for large areas, using remotely sensed data, local community involvement and GIS.

Associate, 1997-1998, Department of Agronomy and Range Science, University of California, Davis. Worked with Shu Geng and Mingua Zhang on several studies related to wildlife interactions with agriculture and patterns of fertilizer and pesticide residues in groundwater across a large landscape.

Lead Scientist, 1996-1999, National Endangered Species Network. Informed academic scientists and environmental activists about emerging issues regarding the Endangered Species Act and other environmental laws. Testified at public hearings on endangered species issues.

Ecologist, 1997-1998, Western Foundation of Vertebrate Zoology. Conducted field research to determine the impact of past mercury mining on the status of California red-legged frogs in Santa Clara County, California.

Senior Systems Ecologist, 1994-1995, EIP Associates, Sacramento, California. Provided consulting services in environmental planning, and quantitative assessment of land units for their conservation and restoration opportunities basedon ecological resource requirements of 29 special-status species. Developed ecological indicators for prioritizing areas within Yolo County

to receive mitigation funds for habitat easements and restoration.

Post-Graduate Researcher, 1990-1994, Department of Agronomy and Range Science, *U.C. Davis*. Under Dr. Shu Geng's mentorship, studied landscape and management effects on temporal and spatial patterns of abundance among pocket gophers and species of Falconiformes and Carnivora in the Sacramento Valley. Managed and analyzed a data base of energy use in California agriculture. Assisted with landscape (GIS) study of groundwater contamination across Tulare County, California.

Work experience in graduate school: Co-taught Conservation Biology with Dr. Christine Schonewald, 1991 & 1993, UC Davis Graduate Group in Ecology; Reader for Dr. Richard Coss's course on Psychobiology in 1990, UC Davis Department of Psychology; Research Assistant to Dr. Walter E. Howard, 1988-1990, UC Davis Department of Wildlife and Fisheries Biology, testing durable baits for pocket gopher management in forest clearcuts; Research Assistant to Dr. Terrell P. Salmon, 1987-1988, UC Wildlife Extension, Department of Wildlife and Fisheries Biology, developing empirical models of mammal and bird invasions in North America, and a rating system for priority research and control of exotic species based on economic, environmental and human health hazards in California. Student Assistant to Dr. E. Lee Fitzhugh, 1985-1987, UC Cooperative Extension, Department of Wildlife and Fisheries Biology, developing and implementing statewide mountain lion track count for long-term monitoring.

Fulbright Research Fellow, Indonesia, 1988. Tested use of new sampling methods for numerical monitoring of Sumatran tiger and six other species of endemic felids, and evaluated methods used by other researchers.

Projects

Repowering wind energy projects through careful siting of new wind turbines using map-based collision hazard models to minimize impacts to volant wildlife. Funded by wind companies (principally NextEra Renewable Energy, Inc.), California Energy Commission and East Bay Regional Park District, I have collaborated with a GIS analyst and managed a crew of five field biologists performing golden eagle behavior surveys and nocturnal surveys on bats and owls. The goal is to quantify flight patterns for development of predictive models to more carefully site new wind turbines in repowering projects. Focused behavior surveys began May 2012 and continue. Collision hazard models have been prepared for seven wind projects, three of which were built. Planning for additional repowering projects is underway.

Test avian safety of new mixer-ejector wind turbine (MEWT). Designed and implemented a before-after, control-impact experimental design to test the avian safety of a new, shrouded wind turbine developed by Ogin Inc. (formerly known as FloDesign Wind Turbine Corporation). Supported by a $718,000 grant from the California Energy Commission's Public Interest Energy Research program and a 20% match share contribution from Ogin, I managed a crew of seven field biologists who performed periodic fatality searches and behavior surveys, carcass detection trials, nocturnal behavior surveys using a thermal camera, and spatial analyses with the collaboration of a GIS analyst. Field work began 1 April 2012 and ended 30 March 2015 without Ogin installing its MEWTs, but we still achieved multiple important scientific advances.

Reduce avian mortality due to wind turbines at Altamont Pass. Studied wildlife impacts caused by 5,400 wind turbines at the world's most notorious wind resource area. Studied how impacts are perceived by monitoring and how they are affected by terrain, wind patterns, food resources, range management practices, wind turbine operations, seasonal patterns, population cycles, infrastructure management such as electric distribution, animal behavior and social interactions.

Reduce avian mortality on electric distribution poles. Directed research toward reducing bird electrocutions on electric distribution poles, 2000-2007. Oversaw 5 founds of fatality searches at 10,000 poles from Orange County to Glenn County, California, and produced two large reports.

Cook *et al.* v. Rockwell International *et al.*, No. 90-K-181 (D. Colorado). Provided expert testimony on the role of burrowing animals in affecting the fate of buried and surface-deposited radioactive and hazardous chemical wastes at the Rocky Flats Plant, Colorado. Provided expert reports based on four site visits and an extensive document review of burrowing animals. Conducted transect surveys for evidence of burrowing animals and other wildlife on and around waste facilities. Discovered substantial intrusion of waste structures by burrowing animals. I testified in federal court in November 2005, and my clients were subsequently awarded a $553,000,000 judgment by a jury. After appeals the award was increased to two billion dollars.

Hanford Nuclear Reservation Litigation. Provided expert testimony on the role of burrowing animals in affecting the fate of buried radioactive wastes at the Hanford Nuclear Reservation, Washington. Provided three expert reports based on three site visits and extensive document review. Predicted and verified a certain population density of pocket gophers on buried waste structures, as well as incidence of radionuclide contamination in body tissue. Conducted transect surveys for evidence of burrowing animals and other wildlife on and around waste facilities. Discovered substantial intrusion of waste structures by burrowing animals.

Expert testimony and declarations on proposed residential and commercial developments, gas-fired power plants, wind, solar and geothermal projects, water transfers and water transfer delivery systems, endangered species recovery plans, Habitat Conservation Plans and Natural Communities Conservation Programs. Testified before multiple government agencies, Tribunals, Boards of Supervisors and City Councils, and participated with press conferences and depositions. Prepared expert witness reports and court declarations, which are summarized under Reports (below).

Protocol-level surveys for special-status species. Used California Department of Fish and Wildlife and US Fish and Wildlife Service protocols to search for California red-legged frog, California tiger salamander, arroyo southwestern toad, blunt-nosed leopard lizard, western pond turtle, giant kangaroo rat, San Joaquin kangaroo rat, San Joaquin kit fox, western burrowing owl, Swainson's hawk, Valley elderberry longhorn beetle and other special-status species.

Conservation of San Joaquin kangaroo rat. Performed research to identify factors responsible for the decline of this endangered species at Lemoore Naval Air Station, 2000-2013, and implemented habitat enhancements designed to reverse the trend and expand the population.

Impact of West Nile Virus on yellow-billed magpies. Funded by Sacramento-Yolo Mosquito and Vector Control District, 2005-2008, compared survey results pre- and post-West Nile Virus epidemic for multiple bird species in the Sacramento Valley, particularly on yellow-billed magpie and American crow due to susceptibility to WNV.

Workshops on HCPs. Assisted Dr. Michael Morrison with organizing and conducting a 2-day workshop on Habitat Conservation Plans, sponsored by Southern California Edison, and another 1-day workshop sponsored by PG&E. These Workshops were attended by academics, attorneys, and consultants with HCP experience. We guest-edited a Proceedings published in Environmental Management.

Mapping of biological resources along Highways 101, 46 and 41. Used GPS and GIS to delineate vegetation complexes and locations of special-status species along 26 miles of highway in San Luis Obispo County, 14 miles of highway and roadway in Monterey County, and in a large area north of Fresno, including within reclaimed gravel mining pits.

GPS mapping and monitoring at restoration sites and at Caltrans mitigation sites. Monitored the success of elderberry shrubs at one location, the success of willows at another location, and the response of wildlife to the succession of vegetation at both sites. Also used GPS to monitor the response of fossorial animals to yellow star-thistle eradication and natural grassland restoration efforts at Bear Valley in Colusa County and at the decommissioned Mather Air Force Base in Sacramento County.

Mercury effects on Red-legged Frog. Assisted Dr. Michael Morrison and US Fish and Wildlife Service in assessing the possible impacts of historical mercury mining on the federally listed California red-legged frog in Santa Clara County. Also measured habitat variables in streams.

Opposition to proposed No Surprises rule. Wrote a white paper and summary letter explaining scientific grounds for opposing the incidental take permit (ITP) rules providing ITP applicants and holders with general assurances they will be free of compliance with the Endangered Species Act once they adhere to the terms of a "properly functioning HCP." Submitted 188 signatures of scientists and environmental professionals concerned about No Surprises rule US Fish and Wildlife Service, National Marine Fisheries Service, all US Senators.

Natomas Basin Habitat Conservation Plan alternative. Designed narrow channel marsh to increase the likelihood of survival and recovery in the wild of giant garter snake, Swainson's hawk and Valley Elderberry Longhorn Beetle. The design included replication and interspersion of treatments for experimental testing of critical habitat elements. I provided a report to Northern Territories, Inc.

Assessments of agricultural production system and environmental technology transfer to China. Twice visited China and interviewed scientists, industrialists, agriculturalists, and the Directors of the Chinese Environmental Protection Agency and the Department of Agriculture to assess the need and possible pathways for environmental clean-up technologies and trade opportunities between the US and China.

Yolo County Habitat Conservation Plan. Conducted landscape ecology study of Yolo County to spatially prioritize allocation of mitigation efforts to improve ecosystem functionality within the County from the perspective of 29 special-status species of wildlife and plants. Used a hierarchically structured indicators approach to apply principles of landscape and ecosystem ecology, conservation biology, and local values in rating land units. Derived GIS maps to help guide the conservation area design, and then developed implementation strategies.

Mountain lion track count. Developed and conducted a carnivore monitoring program throughout California since 1985. Species counted include mountain lion, bobcat, black bear, coyote, red and gray fox, raccoon, striped skunk, badger, and black-tailed deer. Vegetation and land use are also monitored. Track survey transect was established on dusty, dirt roads within randomly selected quadrats.

Sumatran tiger and other felids. Upon award of Fulbright Research Fellowship, I designed and initiated track counts for seven species of wild cats in Sumatra, including Sumatran tiger, fishing cat, and golden cat. Spent four months on Sumatra and Java in 1988, and learned Bahasa Indonesia, the official Indonesian language.

Wildlife in agriculture. Beginning as post-graduate research, I studied pocket gophers and other wildlife in 40 alfalfa fields throughout the Sacramento Valley, and I surveyed for wildlife along a 200 mile road transect since 1989 with a hiatus of 1996-2004. The data are analyzed using GIS and methods from landscape ecology, and the results published and presented orally to farming groups in California and elsewhere. I also conducted the first study of wildlife in cover crops used on vineyards and orchards.

Agricultural energy use and Tulare County groundwater study. Developed and analyzed a data base of energy use in California agriculture, and collaborated on a landscape (GIS) study of groundwater contamination across Tulare County, California.

Pocket gopher damage in forest clear-cuts. Developed gopher sampling methods and tested various poison baits and baiting regimes in the largest-ever field study of pocket gopher management in forest plantations, involving 68 research plots in 55 clear-cuts among 6 National Forests in northern California.

Risk assessment of exotic species in North America. Developed empirical models of mammal and bird species invasions in North America, as well as a rating system for assigning priority research and control to exotic species in California, based on economic, environmental, and human health hazards.

Peer Reviewed Publications

Smallwood, K. S. 2022. Utility-scale solar impacts to volant wildlife. Journal of Wildlife Management: e22216. https://doi.org/10.1002/jwmg.22216

Smallwood, K. S., and N. L. Smallwood. 2021. Breeding Density and Collision Mortality of Loggerhead Shrike (*Lanius ludovicianus*) in the Altamont Pass Wind Resource Area. Diversity 13, 540. https://doi.org/10.3390/d13110540.

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Smallwood, K. S., D. A. Bell, and S. Standish. 2020. Dogs detect larger wind energy impacts on bats and birds. Journal of Wildlife Management 84:852-864. DOI: 10.1002/jwmg.21863.

Smallwood, K. S., and D. A. Bell. 2020. Relating bat passage rates to wind turbine fatalities.

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Smallwood, K. S. 2017. Long search intervals under-estimate bird and bat fatalities caused by wind turbines. Wildlife Society Bulletin 41:224-230.

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Smallwood, K. S. 2017. Monitoring birds. M. Perrow, Ed., Wildlife and Wind Farms - Conflicts and Solutions, Volume 2. Pelagic Publishing, Exeter, United Kingdom. www.bit.ly/2v3cR9Q

Smallwood, K. S., L. Neher, and D. A. Bell. 2017. Turbine siting for raptors: an example from Repowering of the Altamont Pass Wind Resource Area. M. Perrow, Ed., Wildlife and Wind Farms - Conflicts and Solutions, Volume 2. Pelagic Publishing, Exeter, United Kingdom. www.bit.ly/2v3cR9Q

Johnson, D. H., S. R. Loss, K. S. Smallwood, W. P. Erickson. 2016. Avian fatalities at wind energy facilities in North America: A comparison of recent approaches. Human–Wildlife Interactions 10(1):7-18.

Sadar, M. J., D. S.-M. Guzman, A. Mete, J. Foley, N. Stephenson, K. H. Rogers, C. Grosset, K. S. Smallwood, J. Shipman, A. Wells, S. D. White, D. A. Bell, and M. G. Hawkins. 2015. Mange Caused by a novel Micnemidocoptes mite in a Golden Eagle (*Aquila chrysaetos*). Journal of Avian Medicine and Surgery 29(3):231-237.

Smallwood, K. S. 2015. Habitat fragmentation and corridors. Pages 84-101 in M. L. Morrison and H. A. Mathewson, Eds., Wildlife habitat conservation: concepts, challenges, and solutions. John Hopkins University Press, Baltimore, Maryland, USA.

Appendix B:

Technical Memorandum in Support of Thermal Ranch Specific Plan Air Quality Response to Comments

prepared by

Terra Nova Planning and Research, Inc.
December 15, 2025.

TECHNICAL MEMORANDUM

TO: **John D. Criste, AICP**
Principal

FROM: **Kelly Clark**
Senior Planner

DATE: **December 15, 2025**

RE: **Memorandum in Support of Thermal Ranch Specific Plan 2nd Supplemental Responses to Comments to Board of Supervisors Regarding Air Quality**

Terra Nova has completed the following memorandum in support of the 2nd Supplemental Response to Comments for the Thermal Ranch Specific Plan (Project or TRSP) Draft Environmental Impact Report (DEIR) (SCH 2023050624). This memorandum has been prepared to support response to the comments submitted by Lozeau Drury for SAFER ("SAFER") dated December 10, 2025 and the Baseline comment letter referenced and appended ("Exhibit A") to the SAFER comment letter dated November 3, 2025.

Specifically, the purpose of this memorandum is to provide technical reporting refuting two claims made in the Lozeau Drury comment letter:

Claim 1: Increasing the construction equipment list by a factor of six would result in average daily criteria air pollutant emissions at least six times higher than those reported in the DEIR, thereby exceeding applicable significance thresholds.

Claim 2: Overlapping Planning Area operations and construction could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR.

PROJECT OVERVIEW

In September 2024 Terra Nova prepared a detailed Air Quality and Greenhouse Gas Report (AQ/GHG Report) for the Project DEIR. The purpose of the Report was to assess the potential air quality and greenhouse gas (GHG) impacts associated with the construction and operation of the Project in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The Project proposes a high-quality, master-planned equestrian lifestyle community with six (6) distinct Planning Areas (PAs) centered around a world-class equestrian center on 619.1 acres of farmland. The proposed Project includes up to 1,362 dwelling units (including up to 500 units of workforce housing), 285,000 square feet of commercial uses, a 150-key hotel and a 320-space RV park. The Project also proposes construction of a 5-million-gallon (mg) off-site

water tank at the existing Middleton Reservoir site. For analysis purposes, the AQ/GHG Report assumed buildout of all Project PAs would occur over 7 years with an operational year (2032) consistent with the operational year assumed for the Project-specific Traffic Study.

CLAIM 1

The comment letter incorrectly argues that if each PA were constructed sequentially with no overlap, "the total default construction schedule would be 12,190 works days (~47 years) (Ex. A, p. 2.). Because the proposed 7-year construction schedule represents 84% reduction, or approximately 1/6th of the default construction schedule, the commenter argues that the intensity of daily construction equipment should have also be increased by a factor of six, and by doing so would result in average daily criteria air pollutant emissions at least six times higher than those reported in the DEIR, thereby exceeding applicable significance thresholds.

Per the comment letter:

> To complete all construction within 7-years, the project would need to increase the amount of construction equipment used by at least a factor of six. This would then generate average daily criteria air pollutant emissions that are at least six times higher than the emissions reported in the DEIR, *which would exceed the applicable thresholds of significance*. (Ex. A, p. 3.) As a result of this error, the EIR fails to adequately analyze, disclose, and mitigate the Project's significant air quality impacts. The EIR must be revised to disclose this impact and mitigate it to the extent feasible.

To test this claim, a substantially intensified construction equipment scenario was modeled using CalEEMod, with results provided in Attachment 1 of this memo. The modeling retained all assumptions from the original DEIR except for increasing the number of all construction equipment by a factor of six. Additional construction mitigation measures consistent with the revisions provided in Response C-10 of the Supplemental Responses to Planning Commission Hearing Comments dated November 13, 2025 were also applied.

Per Response C-10 of the Supplemental Responses to Planning Commission Hearing Comments, the following ***bold*** text was added to Mitigation Measure AQ-2 (Construction Equipment Emission Reductions; DEIR p. 2.5-26), and was applied to the CalEEMod run in Attachment 1:

> **AQ-2 Construction Equipment Emission Reductions**
> The following measures will reduce ***PM,*** NOx and ROG emissions from construction equipment:
> - Limit heavy-duty diesel vehicle idling to less than 5 minutes at a single location (vehicles more than 10,000 lbs.)
> - Use oxidation catalysts on all construction equipment. The oxidation catalyst must achieve a minimum 15% reduction in NOx emissions.

- ***All off-road diesel-powered equipment with an engine greater than 50 horsepower used during Project construction shall be powered by USEPA Tier 4 Final engines or cleaner.***
  - ***The construction contractor must submit a list of all equipment to be used, including model numbers and serial numbers, along with a copy of each unit's USEPA Tier 4 Final certification, to the lead agency before construction begins. This information shall be available on-site during construction for verification by the project monitor.***
  - ***If a specific piece of equipment cannot be equipped with a Tier 4 engine due to lack of commercial availability, the contractor must identify the specific equipment, document the unavailability, and ensure it operates on no less than a Tier 3 engine with a CARB-approved Level 3 Diesel Particulate Filter (DPF).***
  - ***To the extent feasible, contractors shall use electric, hybrid, or alternative-fueled construction equipment. Electric construction tools shall be used where grid electricity is available.***

Emissions from this scenario were compared to the SCAQMD construction thresholds and those reported in the DEIR, as presented in Table 4 on page 8 of this memo. As shown in Table 4, construction emissions would not exceed SCAQMD thresholds if the equipment list were to be increased by a factor of six under mitigated conditions. Therefore, the commenters claim that increasing the construction equipment list by a factor of six would result in average daily criteria air pollutant emissions that exceed applicable significance thresholds is incorrect.

CLAIM 2

The commenter claims that the EIR improperly assumed that there would be no overlap between construction and operation of the Project, and that overlapping emissions could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR.

To test this claim, two CalEEMod reports were prepared for Phase 1 and Phase 2 of Project buildout consistent with Project phasing description in Section 1 of the EIR. Table 2 provides the CalEEMod land use assumptions used for Phase 1 (PAs 1 and 4) and Table 3 provides the CalEEMod land use assumptions used for Phase 2 (PAs 2, 3, 5, and 6). Emission results are provided in Attachment 2 (Phase 1 results) and Attachment 3 (Phase 2 results). The modeling assumed that Phase 1 construction would begin in early 2026 and be completed in mid-2027 (duration: 1.5 years), followed immediately by Phase 2 construction starting in mid-2027 and completing in late 2032 (duration: 5.5 years).[1]

[1] To reflect current conditions, Phase 1 completion was modeled in 2027 rather than 2026. The phasing plan referenced in Section 1 assumed Project approval in early 2025, but delays in approval hearings have rendered this timeline unrealistic.

Construction of Phase 2 was modeled assuming six times the number of construction equipment and application of the revised Mitigation Measures AQ-2, described above.

As shown in Tables 4 and 5 below:

1. Neither Phase 1 nor Phase 2 construction emissions exceed applicable construction significance thresholds.

2. The combined Phase 1 operational and Phase 2 construction emissions are lower than the full project buildout operational emissions analyzed in the DEIR. As shown in Table 5, the overlapping emissions of Phase 1 operation and Phase 2 construction represent only 50–98% of the full buildout operational emissions analyzed in the DEIR.

Based on these results, the claim that overlapping emissions could result in criteria pollutant emissions significantly higher than those analyzed in the DEIR is incorrect.

Table 1
Thermal Ranch Specific Plan CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
1	Equestrian Center (barns)	Unrefrigerated Warehouse – No Rail	182.43	--	--	597,800 SF	0.7	1.24	1.25
	Equestrian Center (commercial)	Strip Mall	1.72	--	75,000	--	35.97	41.45	24.79
	Equestrian Center (office)	General Office Building	0.23	--	--	10,000 SF	10.84	2.21	0.70
2	Estate Residential	Single Family Housing	263.80	522	--	--	7.47	8.09	5.00
3	Single Family Attached/Detached								
4a	Workforce Housing	Mobile Home Park	18.30	500	--	158,530 SF	1.94	2.58	1.94
4b	Equestrian RV Park	Mobile Home Park	22.80		--	*320 spaces*	1.94	2.95	1.94
5	Resort Condos	Condo/Townhouse High Rise	42.10	340	--	--	6.74	7.69	4.09
	Hotel	Hotel	8.10	--	--	150 rooms	12.23	14.38	10.51
	Resort Retail	Regional Shopping Center	25.60	--	200,000	--	30.49	32.11	21.10
6	Commercial Retail								
Project-wide	Perimeter ROW	Other Asphalt Surfaces	15.30	--	--	--	0.00	0.00	0.00
	--	Parking Lot	38.72	--	--	4,302 spaces	0.00	0.00	0.00
Off-Site Water Reservoir		User Defined Industrial	13.6	--	--	20,867 SF	0.00	0.00	0.00
		Totals:	632.7	*1,362*	275,000	--	18,939 total trips	21,523 total trips	13,995 total trips

Source: Table 3-1 of the TRSP Air Quality and Greenhouse Gas Report, September 2024.
[1] Trip rates are based on the Thermal Ranch Specific Plan Traffic Analysis, prepared by Urban Crossroads, Inc. (July 2023), Section 4.1. The trip rates input to CalEEMod account reductions from internal capture of trips between Project planning areas.

Table 2
Phase I: PA 1 and 4 CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
1	Equestrian Center (barns)	Unrefrigerated Warehouse – No Rail	182.43	--	--	597,800 SF	0.7	1.24	1.25
	Equestrian Center (commercial)	Strip Mall	1.72	--	75,000	--	35.97	41.45	24.79
	Equestrian Center (office)	General Office Building	0.23	--	--	10,000 SF	10.84	2.21	0.70
4a	Workforce Housing	Mobile Home Park	18.30	500	--	158,530 SF	1.94	2.58	1.94
4b	Equestrian RV Park	Mobile Home Park	22.80		--	320 spaces	1.94	2.95	1.94
Parking/Paving		Parking	22.46	--	--	2,496 spaces	--	--	--
Totals:			247.94	500	75,000	--	4,816 total trips	5,989 total trips	4,204 total trips

Source: Modified from Table 1. Phase 1 assumes a 1.5-year buildout 1/1/26-5/1/27

Table 3
Phase II: PAs 2, 3, 5, and 6 CalEEMod Land Use Assumptions

Planning Area	Land Use (Proposed)	Land Use (CalEEMod)	Acres	Dwelling Units	Commercial SF	Other	Weekday Trip Rate[1]	Saturday Trip Rate[1]	Sunday Trip Rate[1]
2	Estate Residential	Single Family Housing	263.80	522	--	--	7.47	8.09	5.00
3	Single Family Attached/Detached								
5	Resort Condos	Condo/Townhouse High Rise	42.10	340	--	--	6.74	7.69	4.09
	Hotel	Hotel	8.10	--	--	150 rooms	12.23	14.38	10.51
	Resort Retail	Regional Shopping Center	25.60	--	200,000	--	30.49	32.11	21.10
6	Commercial Retail								
Project-wide	Perimeter ROW	Other Asphalt Surfaces	15.30	--	--	--	0.00	0.00	0.00
	--	Parking Lot	16.26	--	--	1,806 spaces	0.00	0.00	0.00
Off-Site Water Reservoir		User Defined Industrial	13.6	--	--	20,867 SF	0.00	0.00	0.00
		Totals:	384.76	862	200,000	--	14,214 total trips	15,439 total trips	9,805 total trips

Source: Modified from Table 1. Assumes Phase 2 will have a 5.5 year buildout 5/1/27 – 12/30/32.

Table 4
Construction Emissions Comparison
Maximum Daily Construction-Related Emissions (pounds per day)

Scenario	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Project DEIR Unmitigated[1]	165.0	56.8	28.2	0.13	27.0	7.67
Project DEIR Mitigated[1]	165.0	48.4	28.2	0.13	27.0	7.67
Project Buildout, 6X Equipment w/ RTC Mitigation[2] *(Tier 4 Engines, Level 3 Diesel Particulate Filters)*	402.0	48.0	30.0	0.66	72.0	34.0
Phase 1 (PA 1, 4a, 4b) w/ RTC Mitigation[3]	104.0	17.0	67.0	0.09	16.0	4.1
Phase 2 (PA 2,3, 5, 6), 6x Equipment w/ RTC Mitigation[4]	222.0	39.0	17.0	0.37	48.0	25.0
SCAQMD Construction Threshold	**550**	**100**	**75**	**150**	**150**	**55**

1. Table 2.5-7 of DEIR p. 2.5-16; Table 3-2 of TRSP Air Quality and Greenhouse Gas Report, September 2024.
2. CalEEMod Detailed Report Attachment 1.
3. CalEEMod Detailed Report Attachment 2.
4. CalEEMod Detailed Report Attachment 3.

Table 5
Operational Emissions Comparison
Maximum Daily Construction-Related Emissions (pounds per day)

Scenario	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Project DEIR Unmitigated[1]	761	87.1	145	1.76	149	40
Project DEIR Mitigated[1]	760	82.6	141	1.75	149	39.9
Phase 1 Operation[2]	*328*	*34*	*55*	*0.67*	*53*	*14*
Phase 2 Construction[3] *6X Equipment w/ RTC Mitigation*	*222*	*39*	*17*	*0.37*	*48*	*25*
Combined Overlap Scenario	550	73	72	1.04	101	39
Overlap Scenario (% of Full Buildout in DEIR)	*72%*	*84%*	*50%*	*59%*	*68%*	*98%*
SCAQMD Operations Threshold	**550**	**55**	**55**	**150**	**150**	**55**

1. Table 2.5-8 of DEIR p. 2.5-16; Table 3-2 of TRSP Air Quality and Greenhouse Gas Report, September 2024.
2. CalEEMod Detailed Report Attachment 2.
3. CalEEMod Detailed Report Attachment 3.

AUTHOR QUALIFICATIONS

KELLY CLARK
Senior Planner

Ms. Clark is an expert in air quality and GHG emissions analysis with years of experience utilizing the CalEEMod and other software to model emissions and evaluate potential impacts for CEQA compliance. Ms. Clark joined Terra Nova in 2011. She is a graduate of the University of California, Berkeley with a Bachelor of Science degree in Conservation and Resource Studies. Ms. Clark's experience includes sustainable urban development, environmental policy, regulatory analysis and community design. Ms. Clark brings over a decade of specialized experience in environmental analysis, preparing comprehensive air quality and greenhouse gas (GHG) analyses for diverse projects in compliance with local, state, and federal regulations. Since 2011, she has expertly utilized the CalEEMod software to model emissions, assess project impacts, and develop precise and actionable mitigation strategies. Additionally, Ms. Clark leverages health risk assessments (HRAs) to address potential environmental and public health impacts in compliance with CEQA. Relevant projects include the following:

- Lecangs Dakota Warehouse Project, Air Quality and Greenhouse Gas Report and Initial Study Mitigated Declaration, Apple Valley, CA, October 2024.
- Winchester Hills PA 53 TTM 11783, Detailed CalEEMod Report and Addendum to Environmental Impact Report, Winchester, CA, October 2024.
- Cathedral City 2040 General Plan Update, Air Quality and Greenhouse Gas Report, June 2019.
- College of the Desert West Valley Campus, Air Quality and Greenhouse Gas Report, Palm Springs CA, January 2024.
- Cordova Warehouse Project, Air Quality and Greenhouse Gas Report and Addendum to the Apple Valley General Plan Environmental Impact Report, Apple Valley, CA, April 2024.
- Highway 111 Specific Plan, Air Quality and Greenhouse Gas Report, Specific Plan, and Environmental Impact Report, Rancho Mirage, CA, January 2021.
- DSRT SURF, Air Quality and Greenhouse Gas Report, Palm Desert, CA, March 2019.
- Camino Terrace, Detailed CalEEMod Report and HUD Environmental Assessment NEPA requirements, Jurupa Valley, CA, February 2025.
- CV Link, Air Quality and Greenhouse Gas Report and Environmental Impact Report, Regional – Coachella Valley, CA, October 2016
- The Millennium Palm Desert, CalEEMod Emissions Report and Initial Study Mitigated Negative Declaration, review of third-party Health Risk Assessment, Palm Desert, CA, October-December 2014.
- Town of Apple Valley Climate Action Plan 2010, 2016, and 2019

Attachment 1: TRSP Buildout with 6x the Equipment

Attachment 2: TRSP Phase 1 Buildout (2027)

Attachment 3: TRSP Phase 2 Buildout (2032)

APPENDIX C

Biological Resources Technical Memorandum,

Thermal Ranch Specific Plan 2nd Supplemental Response to Comments

Prepared by Nathan Moorhatch and Scott Crawford, WSP, Inc.

December 15, 2025

December 16, 2025

Terra Nova Planning and Research
42635 Melanie Place, Suite 101
Palm Desert, CA 92211
Tel: (760) 341-4800
Attn: John Criste

Submitted via email to: jcriste@terranovaplanning.com

Subject: **Response to Thermal Ranch Specific Plan Environmental Impact Report comment letter from SAFER dated December 10, 2025**

Dear Mr. Criste:

The purpose of this letter is to respond to the Supporters Alliance For Environmental Responsibility ("SAFER") comment letter dated December 10, 2025, on the Thermal Ranch Specific Plan Environmental Impact Report Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. The Project is located within a 622-acre project site surrounded by 62nd Avenue to the north, 64th Avenue to the south, Harrison Street to the west, and Tyler Street to the east in Thermal, California. In this letter, SAFER states that the EIR Fails to Adequately Disclose and Mitigate the Project's Significant Impacts to Biological Resources and is separated into three main topics:

1. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.
2. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.
3. The EIR's mitigation measures for biological resources are inadequate.

WSP has reviewed the SAFER comment letter and Exhibit B, which includes the comment letter prepared by Dr. Kenneth Shawn Smallwood and his Curriculum Vitae. The following letter is WSP's response to the comment letter and additional information. We have separated our responses by individual issues that should be addressed concerning the information in the comment letter as it addresses the inadequacy of our CEQA analysis.

1. Expertise of the Commenting Biologist

The comments associated with Biological Resources were generated from a letter prepared by Dr. Kenneth Shawn Smallwood. The following information occurs on his CV, which was provided as part of the comment letter. In addition to completing his PhD in 1990, he completed an unknown number of years of post-graduate research, with the majority of his experience in research and monitoring studies. His most recent experience was consulting for the U.S. Navy between 1999 and 2013 by conducting endangered species surveys, hazardous waste site monitoring, and habitat restoration for project located in northern California. He has authored many papers on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species.

Response: The following comments are based on a review of Dr. Smallwood's CV. Typically, CV's are tailored to document relevant experience, especially in reference to a comment letter. He has no relevant experience documented between 2013 and 2025. He also has no documented experience conducting biological surveys in southern California and has no experience preparing CEQA compliant Biological Resources Assessments. There is no evidence of any Coachella Valley Multiple Species Habitat Conservation Plan experience as well. This lack of

local experience does not provide any confidence in his ability to assess the potentially significant impacts to sensitive species and habitats within the project site and the eastern Coachella Valley.

The Biological Resources Assessment Report prepared for the project was completed by WSP wildlife biologist Natham Moorhatch. With over 34 years of biological consulting experience, he has conducted the following types of assessments: rare plant species surveys; plant species inventory and vegetation mapping; revegetation plan preparation and implementation; general wildlife species surveys; focused sensitive wildlife species surveys and habitat quality assessments; sensitive wildlife species monitoring and relocations; small mammal trapping studies; Corps Section 404 waters/wetlands delineation and jurisdictional determination; CDFG 1602 stream and riparian habitat assessments and jurisdictional determinations; and preparation of biological assessment reports and sections of EIS and EIR documents for federal, state, and/or county agency CEQA and NEPA environmental review. Professional experience includes serving as a lead biologist, supervising, and managing biological compliance monitoring and sensitive species survey efforts for a variety of large-scale projects.

Mr. Moorhatch has been authorized by the U.S. Fish and Wildlife Service to independently perform focused surveys for the federally endangered Delhi Sands Flower-loving Fly, Quino Checkerspot Butterfly, Casey's June Beetle, and the federally threatened California Gnatcatcher and Western yellow-billed cuckoo. Mr. Moorhatch has also been authorized to assist other permitted biologists with focused surveys for the Stephens' Kangaroo Rat, San Bernardino Kangaroo Rat, Los Angeles Pocket Mouse, Palm Springs Pocket Mouse, Mojave Ground Squirrel, California Red-legged Frog, Least Bell's Vireo (nest searches), and Southwestern Willow Flycatcher (assistant for nest searches and surveys). He has also received both federal and state agency authorization for specific projects to capture, handle, process, and relocate the Desert Tortoise; and to capture, handle, and release the California Red-legged Frog. Additionally, he conducts general inventories of flora and fauna; and authors biological assessments and mitigation plans.

Mr. Moorhatch has extensive experience as a local wildlife biologist. He has completed CEQA related documents in the Coachella Valley for over 30 years and has completed hundreds of MSHCP consistency analysis in the Coachella Valley since 2008.

2. The Commentors Description of the CEQA Analysis

In his letter, he describes that most CEQA reviews focus on special-status species because CEQA's Checklist Evaluation of Environmental Impacts specifies that such evaluation includes potential impacts to special-status species. He describes that the CEQA policies undervalue the importance of protecting common species from becoming threatened or endangered. He also Cites Pub. Res. Code § 21001(c), an important policy of CEQA that states: "to prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history."

Response: His comments regarding this policy are not restricted to standard CEQA policies regarding special-status species, but that CEQA guidelines should also apply to common wildlife populations and plant and animal communities. This is not the purpose or the way CEQA guidelines were intended. The CEQA checklist for Biological Resources includes much more than just sensitive plant and wildlife species and includes all sensitive biological resources, including sensitive species, sensitive habitats, wetlands, local ordinances, and HCPs. The standard CEQA analysis for biological resources is habitat based and should reflect the potential effects of the proposed project on current existing conditions. The Biological Resources Assessment Report prepared for this project identifies those sensitive species that could potentially occur on the project site based on the habitat that currently exists on-site. The impact to 622 acres of disturbed habitat will not result in the loss of any significant populations of common plant, wildlife, and/or plant community and should not be the focus of CEQA guidelines.

3. The SEIR lacks substantial evidence of the Project's impacts to biological resources due to an underestimation of the diversity of species at the Project site.

In the comment letter, Dr. Smallwood identifies 63 species of vertebrate wildlife at or adjacent to the project site, including 13 confirmed and an additional 6 possible species with special status during his two-day survey effort. His opinion is that due to the lower number of identified individuals recorded in the original biological resources assessment in 2022, that the biological resources assessment and CEQA analysis are inadequate.

Response:

The purpose of the field surveys is not to obtain an exhaustive list of all plant and wildlife species occurring on the project site, but to assess the habitat on-site and to determine the potential for sensitive biological resources to occur within the project site. Dr. Smallwood does not indicate which species were identified on the project site and which were observed near the project site (Table 1 of his comment letter). More importantly, he doesn't describe the project site and the associated on-site habitat in any meaningful way. A one-day or even a two-day analysis to document current site conditions does not and will never adequately document the total number of species that may utilize a project site. It should also be noted that the surveys conducted in 2022 were following a significant series of drought years. The 2025 Smallwood surveys were completed following two of the highest recorded rain events in recorded history in the Coachella Valley. The surveys were also completed I mid-October when many of the winter migrants are moving through the area. Our biologist could have stayed on the project for a month and the results of the survey would still be the same. The loss of diversity of the project site regarding common species is not considered a significant impact under CEQA. What Smallwood et al. should have assessed were the functions and values of the habitat that occurs on the project site and how that loss would affect federally and state listed threatened, endangered, and otherwise rare species.

The project consists of actively disked agricultural land. At the time of the survey in 2022, the entire 622-acre property was under active agriculture and nearly void of all vegetation. The property is actively irrigated during the growing season. There are a few tamarisk on-site and one unidentified palm tree, but no other trees. No other trees were identified within the project site. There was also no wetland habitat on-site. To adequately assess the project site, the first step is to understand the habitat, it's function and value. The quality of the habitat is considered highly disturbed and is considered low habitat quality for any plant and wildlife species. Due to the low habitat quality, there is no suitable habitat for any sensitive plant or wildlife species. Therefore, regardless of how many common species are identified during the survey, it doesn't change the analysis conducted in conformance with CEQA.

4. The EIR fails to analyze, disclose, and mitigate the Project's impacts on wildlife due to habitat loss and fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collisions, and cumulative impacts.

Dr. Smallwood states that the EIR fails to adequately analysis the project's potential impacts regarding habitat loss and how that affects habitat fragmentation, wildlife movement, bird-window collisions, house cat predation, traffic-wildlife collision, and overall cumulative impacts. This portion of the Coachella Valley is part of an expansive agricultural production and the project site has been in active agriculture since the late 1950's and the existing structures were built in the late 1970's. Isolated patches of native habitat are scattered throughout the Coachella Valley, but there are no contiguous patches of native habitat. Therefore, the loss of 622-acres of disturbed agricultural fields is not considered a significant impact under current CEQA guidelines as the project site does not support suitable habitat for any sensitive plant and/or wildlife species. If habitat fragmentation in this area was considered significant, then it would have been part of the MSHCP conservation area design.

Response:

Dr. Smallwood's comments are based on the estimated or model-projection of the number of wildlife species that may occur in the surrounding project area, but does not account for the actively disturbed nature of the project site itself. The loss of 622 acres of frequently disturbed active agricultural lands is not considered a significant impact. The portions of the project site that contain potentially suitable habitat are those areas along the perimeter of the agricultural fields that are less likely to be disturbed regularly. These were the areas that were targeted during the

biological resources assessment as they have the highest potential to support species like burrowing owl. Mr. Moorhatch has over 30 years conducting burrowing owl habitat assessments, protocol surveys, and passive relocations. This experience allows him to quickly identify areas in this region that may or may not provide suitable habitat.

Wildlife linkages (corridors) link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization or farming creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic information. Linkages or wildlife movement corridors effectively act as links between different populations of a species.

Linkages help to mitigate the effects of habitat fragmentation by: (1) allowing animals to move between remaining habitats, which allows depleted populations to be replenished and promotes genetic diversity; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk that catastrophic events (such as fires or disease) will result in population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

The survey area was assessed to determine if a wildlife linkage occurs on or within a portion of the project site. In the 2001 Missing Linkages: Restoring Connectivity to the California Landscape, three potential wildlife movement corridors were identified in this portion of the eastern Coachella Valley. The first one runs along the Whitewater River/CV Stormwater Channel from the Salton Sea north to the San Gorgonio Mountains. The second one runs east-west just north of the Salton Sea and connects the Santa Rosa Mountains to the foothills of the Chocolate Mountains. The third one occurs north of Indio and connects the Santa Rosa Mountains with Joshua Tree national Monument. Due to the disturbed nature of the agricultural activities surrounding the project site, there are no wildlife movement corridors or linkages within the project site or area. Therefore no wildlife movement corridors will be impacted by the proposed project. The closest recognized linkage is approximately 2.4 miles to the east along the Whitewater River/CV Stormwater Channel. Due to the undeveloped nature of the project, it is reasonable to assume that portions of the project site are occasionally utilized by wildlife for daily travel paths, but the site would not be considered a regional wildlife movement corridor.

Currently, there is no suitable habitat for any sensitive wildlife species to occur on-site. However, it is well known that the southern portion of the Coachella Valley is historically known as a stopping place for large numbers of migratory birds. It is also well established that buildings with reflective windows are associated with an increase in avian mortality. As the project site does not provide suitable habitat for any sensitive avian species, development of the property will not increase the number of sensitive species based on the change in property conditions. As noted in Dr. Smallwood's observations, a number of bird species were observed flying over the project site. The development of the project will not impede the flight path of avian species, and the development will continue to allow migratory birds access to the surrounding available resources.

It is well understood that the presence of house cats increases the mortality of common avian species as well as small mammals, reptiles, and amphibians. So we agree that cats can impact local wildlife populations due to predation. However, there is currently no suitable habitat for sensitive wildlife species on the project site. The surrounding agricultural lands also do not provide suitable habitat for sensitive species. There are a few adjacent parcels that have native habitat, but they are considered isolated. There is no way to control who moves into residential development. Cat owners should be held accountable for maintaining control of their cats 100% of the time (just like all other animals) either through keeping cats indoors or contained to the owner's property either using secure outdoor enclosures for cats or using rollers attached to the tops of perimeter fences or walls to keep cats confined to the owner's property.

There is currently full public access with paved roads along the northern, eastern, and western boundaries (62nd Street, Tyler Street, and Harrison Street respectively). Impacts to local wildlife species will likely increase due to the

increase in vehicle traffic. However, due to the disturbed nature of the project site and the surrounding agricultural lands, the species that will most likely be affected are opportunistic species that would utilize the disturbed habitats as local travel paths searching for food, such as coyote, racoon, opossum, skunks, and brush rabbits. Impacts to these species, although unfortunate, are not considered sensitive under CEQA.

Dr. Smallwood states that the 2022 wildlife study completed for the preparation of the EIR was faulty due to a low number of observed plant and wildlife species. Since this report was also used to prepare Cumulative Biological Impacts, he questions the validity of the document used to determine that the project site has low conservation value.

Response: The CVMSHCP was prepared so every project in the Coachella Valley, regardless of size, would contribute to the implementation of the Plan through the payment of the standard MSHCP development impact fee. This includes projects that have no potentially significant impacts to covered species under the Plan. This cumulative payment of fees is used to acquire and conserve habitat and offset regional impacts to projects outside of the designated conservation areas, so the high-quality conservation areas that provide suitable habitat for sensitive species can be conserved. Since the proposed project is not within a conservation area and the habitat within the project site is not suitable for supporting a population of any sensitive plant or wildlife species, cumulative impacts associated with the development of this project are not considered significant under CEQA.

5. The EIR's mitigation measures for biological resources are inadequate.

Dr. Smallwood states that the Project's proposed mitigation measures are inadequate to reduce the Project's impacts to biological resources to less than significant levels. He assumes that qualified biological monitors do not have the capacity to make subjective decisions, outside of public's view, to determine the adequate size or the increase or decrease in size of suitable no-construction buffers. His recommended mitigation measures include: These measures include: (1) compensatory mitigation for species not covered by the CVMSHCP; (2) adhering to Bird-Safe Design Guidelines to reduce bird-window collisions; (3) compensatory mitigation for wildlife illed/injured by vehicles and window collisions; and (4) a requirement for native landscaping.

Response:

Based on Dr. Smallwood's CV, it is assumed that inexperienced biologists would be completing construction monitoring efforts associated with nesting birds, and do not have the capacity to make subjective decisions. WSP's biological monitors have spent years monitoring construction related activities for several common and sensitive avian species. Although WSP's staff may not be the specific qualified biologists conducting the monitoring work, it is reasonable to assume that the construction of the proposed project would be completed with a competent biological monitor that has experience in this area. This is a standard mitigation measure, and qualifications of biological monitors are generally assumed and no additional approvals or qualifications are required as it relates to CEQA compliance. These qualifications and approvals are specifically required for federal and state regulatory permits associated with proposed projects that have impacts to sensitive biological resources.

Regarding the compensatory mitigation for species not covered under the CVMSHCP, the project does not contain suitable habitat nor would it support a population of sensitive species. Therefore, the loss of unsuitable habitat does not require compensatory impacts. Adhering to Bird-Safe Design Guidelines to reduce bird-window collisions is a project design feature, which may be utilized and is highly recommended, but is not a mitigation measure. Compensatory mitigation for impacts to common wildlife species impacted by an increase in vehicle traffic is not required under CEQA guidelines. Since the removal of unsuitable habitat would not result in an increase in vehicle collisions with sensitive wildlife species, no compensatory mitigation is required.

Lastly, native landscaping is a project design feature, which may be beneficial to the overall ecosystem following project construction, but it is not required under CEQA. The existing habitat that will been removed is highly disturbed and of little to no ecological value. Any kind of landscaping would be an improvement. But requiring native landscape under CEQA guidelines for project related impacts to disturbed non-native habitat is not appropriate.

If you have any questions or concerns regarding this letter, please contact me at (714) 742-5316.

Sincerely,

Scott Crawford
Senior Vice President
Director of Natural and Cultural Resources

Nathan Moorhatch
Senior Biologist

LocaliQ
California
GANNETT

PO Box 631437 Cincinnati, OH 45263-1437

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ORDINANCE NO. 348.5050

AN ORDINANCE OF THE COUNTY OF RIVERSIDE

AMENDING ORDINANCE NO. 348 RELATING TO ZONING

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Section 17124 of Ordinance No. 348, and Official Zoning Plan Map No. 41, as amended, are further amended by placing in effect in the Lower Coachella Valley District the zone or zones

as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348, Map No.

41.101, Change of Zone Case No. 2300003," which map is made a part of this ordinance.

Section 2 Article XVIIIa of Ordinance No. 348 is amended by adding thereto a new Section

17124 to read as follows:

SECTION 17124 SPECIFIC PLAN ZONE REQUIREMENTS AND STANDARDS

FOR SPECIFIC PLAN NO. 401

a. Planning Area 1.

(1) The uses permitted in Planning Area 1 of Specific Plan No. 401 shall be the

same as those uses permitted in Article IXa, Section 9.25 of Ordinance No. 348, except that the uses

permitted pursuant to Section 9.25.A. (1), (2), (8), (9), shall not be permitted. In addition, the permitted uses

identified under Section 9.25A shall include the following:

A. EQUESTRIAN ESTABLISHMENT. A full-service equestrian

facility where horses are kept, sheltered, trained, nursed or boarded. Permitted uses include but are not

limited to showgrounds, competition arenas, event areas, riding rings and fields, barns, stables, pastures,

vet farrier, horse trails, maintenance facilities, parking, and feed storage buildings.

B Commercial retail, restaurants, and other services associated with

Equestrian Establishment uses.

C. Farming and agricultural operations as interim uses.

(2) The development standards for the permitted uses described in Planning Area 1 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26 of Ordinance No. 348, except that the development standards set forth in Section 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B. The minimum interior setbacks shall be 10 feet. The minimum setback from Harrison St., Tyler St. and Ave 64 shall be 20 feet. The minimum distance between buildings shall be 10 feet.

C. All buildings and structures shall not exceed 75 feet.

D. 0.18 parking spaces to be provided per daily guest, 0.14 RV parking stalls to be provided per each horse stall.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

b. Planning Area 2.

(1) The uses permitted in Planning Area 2 of Specific Plan No. 401 shall be the same as those uses permitted in Article VI, Section 5.1 of Ordinance 348, except that the uses permitted pursuant to Section 6.1a (2), (5), (7), (8), (9), (10), (13), (5), C, and E shall not be permitted. In addition, the permitted uses under Section 6.1A shall include the following:

A. Residential Amenities including but not limited to horse trails, golf cart paths, and clubhouses.

B Keeping of horses with a maximum of 3 horses per acre.

C. Farming and agricultural operations as interim uses.

(2) The development standards for Planning Area 2 of Specific Plan No. 401 shall be the same as those standards identified in Section 6.2 except that the development standards in 6.2 (B), (E), and (G) shall be deleted and replaced with the following:

B The minimum lot size shall be 20,000 square feet.

E. The minimum front yard setback shall be 20 feet. The minimum side yard setback shall be 10 feet. The minimum rear yard setback shall be 10 feet.

G. The maximum building lot coverage shall be 60 %.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

c. Planning Area 3.

(1) The uses permitted in Planning Area 3 of Specific Plan No. 401 shall be the same as those uses permitted in Article VI, Section 6.1 of Ordinance 348, except that the uses permitted pursuant to Section 6.1A, 2, 3, 5, 7, 8, 9, 8(f), (3), (5), (C), and (E) shall not be permitted. In addition, the permitted uses under Section 6.1A shall include the following:

A. Residential Amenities including but not limited to horse trails, golf cart paths, and clubhouses (including associated restaurant, bar, and other ancillary uses).

B Farming and agricultural operations as interim uses.

(2) The development standards for Planning Area 3 of Specific Plan No. 401 shall be the same as those standards identified in Section 6.2 except that the development standards in 6.2 (B), (E), and (G) shall be deleted and replaced with the following:

B Minimum lot size for detached single family shall be 5,000 square feet. Minimum lot size for multi-family shall be 2,000 square feet.

E. The front yard shall be not less than 10 feet. Minimum side yard setback for detached single family shall be 5 feet. There shall be no side yard setback for multi-family dwellings. The rear yard shall not be less than ten feet.

G. Maximum building coverage shall be 80% for detached residential dwellings. Maximum building coverage shall not be applicable to attached dwellings.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

d. Planning Area 4a.

(1) The uses permitted in Planning Area 4A of Specific Plan No. 401 shall be the same as those uses permitted in Article VIII, Section 8.1 of Ordinance 348, except that the uses permitted pursuant to Section 8.1 (A), (B) 1, 2, 3, 6, 13, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, (C), & (D) shall be deleted. In addition, the permitted uses under section 8.1.A shall include Farming and agricultural operations as interim uses and section 8.1.B shall include the following:

A. Employee Housing

B General / Convenience Store

C. Accessory uses and structures (including but not limited to gate house, dog park, shade structures, swimming pools, laundromat, etc.)

(2) The development standards for Planning Area 4A of Specific Plan No. 401 shall be the same as those standards identified in Section 8.2 except that the development standards in 8.2 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Line shall be 10 feet.

C. The minimum side yard shall be five feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from each side lot line five feet plus two feet for each foot by which the height exceeds 35 feet; if the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 18.19, of Ordinance No. 348.

D. The maximum building lot coverage shall be 75%.

E. The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.

F. All buildings and structures shall not exceed 50 feet in height.

G. 1 parking space per dwelling unit shall be provided.

In addition, the following development standards shall also apply:

AA. Dwelling unit size is allowed to be a minimum of 300 square feet for standard units and 400 square feet for accessible designed units.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VIII of Ordinance No. 348, Planning Area 4B.

(1) The uses permitted in Planning Area 4B of Specific Plan No. 401 shall be the same as those uses permitted in Article IXa, Section 9.25 of Ordinance 348, except that the uses permitted pursuant to Section 9.25 (A), (B), and (D) shall be deleted. In addition, farming and agricultural operations as interim uses shall be permitted as a by right use and the permitted uses Under Section 9.25A shall include the following:

A. Recreational Vehicle Park (including extended occupancy parks)

B General / Convenience Store

C. Accessory uses and structures (including but not limited to RV resort office, gate house, dog park, shade structures, swimming pools, laundromat).

The development standards for Planning Area 4B of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26, 19.97, 19.98, 19.98a, and 19.98b except that the development standards in Section 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B. The minimum setback from the southerly specific plan boundary shall be 20 feet. The minimum setback from Interior Property Lines shall be 10 feet.

C. Maximum building height shall not be greater than 50 feet.

D. 1 automobile parking space to be provided for each RV space.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate. In addition, the following development standards shall also apply:

AA. The maximum building lot coverage shall be 75%.

BB. All signage shall comply with the provisions of Article XIX of County

Ordinance No. 348.

CC. Removal of garbage and rubbish shall comply with the requirements of County Ordinance No. 513 and of the trash hauler.

DD. Lighting shall be indirect, shielded and positioned so as to reflect onto the access roads and away from the recreational vehicle spaces and adjoining property unless otherwise approved by the approving body. Lighting standards for roads and recreational vehicle sites shall be a maximum of ten feet in height. The height of all light standards shall be measured from the elevation of the adjoining pavement of the access roads. Lighting standards in recreational areas may be taller than ten feet. All recreational vehicle parks in the Mt. Palomar Street Lighting Area shall comply with the lighting policies set forth in County Ordinance No. 655.

EE. The park shall be graded so that there will be no depressions in which surface water will accumulate or as approved by the County Flood Control District.

FF. DISTANCE BETWEEN RECREATIONAL VEHICLES AND BUILDINGS.

a. Recreational vehicle spaces shall be designed so as to provide the minimum distance between recreational vehicles, taking into account minimum recreational vehicle space size requirements as established within this ordinance.

b. In vacation recreational vehicle parks, recreational vehicle utility connections may be arranged so as to allow grouping of recreational vehicles, up to four vehicles per utility connection, if this is desired by the recreational vehicle owners. However, recreational vehicle owners shall not be required to group more than two to a utility connection unless they so request.

c. Where recreational vehicle spaces are located near any permitted building, the minimum distance between the recreational vehicle and said building shall be 15 feet.

GG. All structures and recreational vehicle pads shall be set back from all side and rear property lines not less than three feet, except where a side or rear property line abuts a street, the setback shall be not less than 20 feet. Where the recreational vehicle park is adjacent to an existing single family development, a 100 foot setback shall be provided for structures exceeding one story.

HH. Maximum building heights shall be as permitted in the zoning classification in which the recreational vehicle park is located.

II MANAGEMENT.

a. A caretaker responsible for the management of the park shall be present on the premises of the park at all times when the park is occupied.

b. Maintenance and Storage Yard. All storage of supplies, maintenance materials and equipment outside of buildings shall be provided within a storage area. Any storage shall be located outside any required yard and completely screened from adjoining properties with a decorative masonry wall or fencing six feet in height and further buffered with landscaping materials eight feet in height.

JJ. One washing machine and dryer shall be provided for every 50 recreational vehicle spaces or fraction thereof.

KK. Recreational vehicle parks which do not provide each recreational vehicle space with a connection to an approved sanitary sewer system shall provide sanitation stations designed to receive the discharge from the sewage holding tanks of recreational vehicles.

a. The sanitary station shall be constructed in accordance with specifications set forth in Title 25 of the California Administrative Code.

b. If a sanitation station is provided, it shall be located within the park in such a manner so as not to be obnoxious to the tenants of the park and shall be set back 100 feet from adjoining residential development, unless approved by the approving body.

LL. Interior access roads within the recreational park shall not be less than 24 feet wide and be paved with a minimum thickness of three inches of asphalt concrete or six inches of Portland Cement Concrete or with such alternative surfacing as recommended by a soils engineer. The approving body may reduce the minimum width of interior access roads to 20 feet where one way interior access roads are utilized.

MM. Each recreational vehicle space shall front on or be served by an interior access road.

NN. In accordance with Title 25 of the California Administrative Code, the following standards shall be met.

a. Only one power supply connection shall be made to a recreational vehicle.

b. Electric power supply equipment shall be located on the rear half of the recreational vehicle space within four feet of the location or proposed location of the recreational vehicle on the space.

OO. Each recreational vehicle space shall have a minimum width of 32 feet and depth of 45 feet.

pp. INDIVIDUAL SPACE IMPROVEMENTS.

a. Each site shall contain a level, stabilized recreational vehicle parking pad of crushed stone, decomposed granite, paving or other suitable material.

b. Each recreational vehicle space may be provided with a ten foot by 25 foot parking area of asphalt concrete, Portland Cement Concrete, rock, decomposed granite/or similar material.

c. All areas not in hard surface shall be landscaped pursuant to Section 18.12. of this ordinance, unless otherwise approved by the approving body.

QQ. ELECTRICAL SERVICES.

a. Each recreational vehicle space shall be provided with an electrical service outlet.

b. Each recreational vehicle space may be provided with connection to telephone service.

RR. Each recreational vehicle space shall be provided with a fresh water service outlet delivering safe and potable water. Each recreational vehicle space shall be provided with a connection to an approved sanitary sewer system.

SS. Only one recreational vehicle connected to utilities shall be allowed per site. No other vehicle parked at the recreational vehicle site, except for the primary recreational vehicle, shall be used for human habitation on a temporary or permanent basis. In addition to the primary recreational vehicle, two cars, vans or trucks may be parked at the recreational vehicle space. One recreational vehicle may be substituted for these other vehicles provided it is the only available source of transportation to and from the recreational vehicle park.

TT. Wheels shall not be removed from recreational vehicles.

UU. ACCESSORY STRUCTURE

a. Ramadas and patio covers are allowed.

b. Accessory storage structures may be allowed at individual vehicle spaces.

c. All structures shall comply with the requirements of Title 25 of the California Administrative Code, except where this ordinance is more restrictive, the more restrictive standards shall apply.

d. No more than 60 percent of the area of each individual recreational vehicle site may be covered by the recreational vehicle and accessory structures.

e. Structures to assist the handicapped shall be allowed.

f. Awnings are permitted in accordance with the provisions of Title 25 of the California Administrative Code.

VV. Recreational vehicle park shall be screened or fenced as follows: For extended occupancy parks in Category B, IV, or open space land use areas a decorative masonry wall, earthen berm and block wall, fencing, or landscaping screen, or combination thereof shall be on all property lines as specified by the approving body. Where walls and fences are utilized an additional landscape buffer shall be provided as set forth in Section 18.12. of this ordinance. The exterior side of all block walls shall be coated with a protective coating that will facilitate the removal of graffiti.

WW. Only recreational vehicles which can connect to sewer and water service at the recreational vehicle space shall be allowed to stay for longer than 30 consecutive days or 120 days in any one year. All recreational vehicles which are sited within a recreational vehicle park on a long term or permanent basis shall be registered with the California Department of Motor Vehicles.

(2) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IXa of Ordinance No. 348.

e. Planning Area 5.

(1) The uses permitted in Planning Area 5 of Specific Plan No. 401 shall be the same as those uses permitted in Article IXa, Section 9.25, except that the uses permitted pursuant to Section 9.25 (A) 2 and 8, and (D) shall be deleted. In addition, farming and agricultural operations as interim uses shall be a use allowed by right and the permitted uses identified under Section 9.25A shall include the following:

A. Resort Condominiums, short-term vacation rentals.

B. Recreational amenities associated with hotel or resort condominium uses including but not limited to: clubhouses, swimming pools, recreational amenities spa, gym)

C. Retail and personal service commercial uses.

(2) The development standards for Planning Area 5 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.26 except that the development standards in 9.26 shall be deleted and replaced with the following:

A. There shall be no minimum lot size.

B. Minimum interior setbacks between parcels within the Specific Plan shall be 10 feet. Minimum setback from Harrison St shall be 20 feet.

C. Building height shall not exceed a maximum height of 75 feet.

D. Automobile storage space shall be provided as required by Section "8.12. of Ordinance no. 348. Not less than five percent of the parking area shall be landscaped. No planting area shall be less than five feet wide at any point.

E. Trash areas shall be screened with an opaque six-foot high fence or wall and shall have an opaque gate.

In addition, the following development standards shall also apply:

AA. Maximum building lot coverage shall be 75%.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

f. Planning Area 6.

(1) The uses permitted in Planning Area 6 of Specific Plan No. 401 shall be the same as those uses permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses permitted pursuant to Section 9.1.A 5, 6, 7, 28, 29, 35, 42, 79, 91.B. 5, 6, 11, 12, 16, 18, 19, 91.D. 2, 3, 6, 10, 11, 12, 13, 18, 19, 20, & G shall not be permitted. In addition Farming and agricultural operations as interim uses shall be permitted by right.

(2) The development standards for Planning Area 6 of Specific Plan No. 401 shall be the same as those standards identified in Section 9.4 except that B and C shall be deleted and replaced with the following:

B. Minimum setback from Harrison St shall be 20 feet. Minimum interior setback shall be 10 feet.

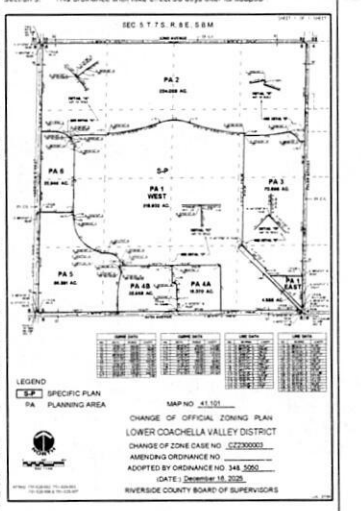
C. Building height shall not exceed a maximum height of 75 feet.

In addition, the following development standards shall also apply:

AA. Maximum building lot coverage shall be 75%.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IX or Ordinance No. 348.

Section 3. This ordinance shall take effect 30 days after its adoption.



MAP NO. 41.101

CHANGE OF OFFICIAL ZONING PLAN

LOWER COACHELLA VALLEY DISTRICT

CHANGE OF ZONE CASE NO. CZ2300003

AMENDING ORDINANCE NO. ____

ADOPTED BY ORDINANCE NO. 348.5050

(DATE) December 16, 2025

RIVERSIDE COUNTY BOARD OF SUPERVISORS

V. Manuel Perez, Chair of the Board

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said County, held on **December 16, 2025**, the foregoing Ordinance was adopted by said Board by the following vote:

AYES: Spiegel, Washington, Perez, and Gutierrez

NAYS: None

ABSENT: Medina

Kimberly A. Rector, Clerk of the Board

By: Nanmy Sera, Clerk of the Board Assistant