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GEOTECHNICAL INVESTIGATION
BANNING AIRPORT INDUSTRIAL PARK
BANNING, CALIFORNIA

prepared for

Messenger Investment Company
250 Newport Center Drive, Suite 200
Newport Beach, California 92660

by

GEOTECHNICS INCORPORATED
Project No. 1060-001-00
Document No. 05-0621

July 7, 2005

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Attention: Mr. Jeff Gordon

SUBJECT: GEOTECHNICAL INVESTIGATION
Banning Airport Industrial Park
Banning, California

Dear Mr. Gordon:

In accordance with your request, we have completed a geotechnical investigation for the proposed development adjacent to the Banning Municipal Airport in Banning, California. This report presents the results of our investigation and provides recommendations for site preparation and earthwork construction, and for the design of foundations, on-grade slabs, retaining walls and pavements. Based on the results of our investigation, we consider the proposed construction feasible from a geotechnical standpoint.

We appreciate this opportunity to provide our professional services. If you have any questions or require additional services, please do not hesitate to contact us.

GEOTECHNICS INCORPORATED

Anthony F. Belfast
Principal

Distribution: (6) Addressee

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GEOTECHNICAL INVESTIGATION
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BANNING, CALIFORNIA

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GEOTECHNICAL INVESTIGATION
BANNING AIRPORT INDUSTRIAL PARK
BANNING, CALIFORNIA

1 INTRODUCTION

This report presents the results of our geotechnical investigation for the proposed development adjacent to the Banning Municipal Airport in Banning, California. The purpose of our investigation was to evaluate the existing subsurface conditions at the site as they relate to the proposed development and provide preliminary geotechnical design parameters. The conclusions and recommendations presented in this report are based on the subsurface conditions encountered during our field explorations, laboratory testing, engineering evaluations, and our experience with similar soils and geologic conditions.

2 SCOPE OF SERVICES

The scope of services provided during this investigation was generally as described in our Proposal No. 05-128, dated April 7, 2005. Our scope of work included the following items:

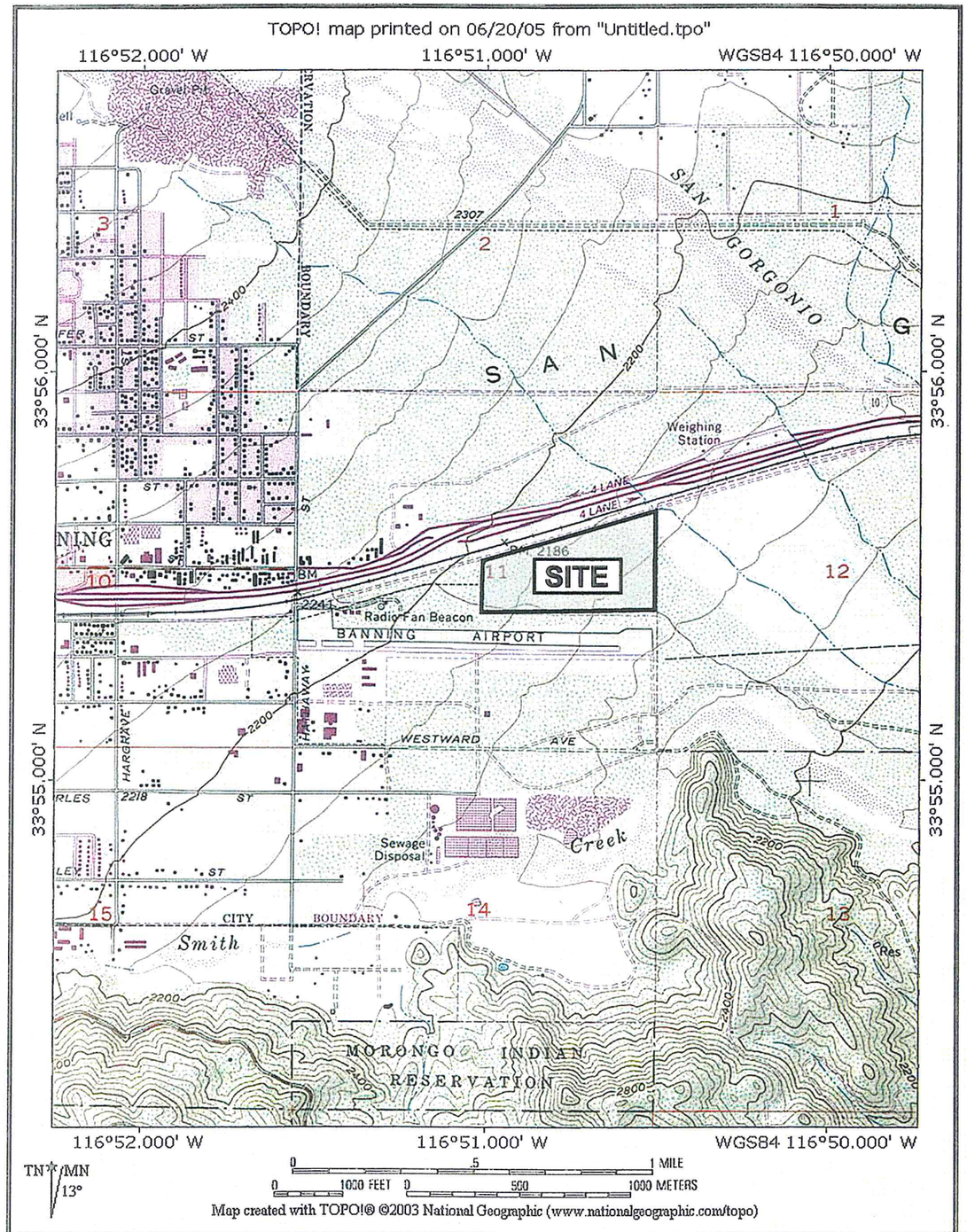
- Review of available published geologic maps, prior geotechnical reports, topographic maps, aerial photographs, and other literature pertinent to the geotechnical conditions at the site. Pertinent references are presented in Appendix A.

- Subsurface exploration consisting of drilling four borings using a truck-mounted AP1000 Becker Hammer drill rig. The subsurface exploration was performed on May 26 and 27, 2005. The boreholes were advanced to depths up to about 50 feet below existing grade. Disturbed and bulk samples were collected for laboratory testing. The boring logs are presented in Appendix B. The approximate locations of the borings are shown on the Exploration Plan, Figure 1.

- Laboratory testing of selected soil samples to assess the pertinent physical characteristics of the on-site materials. The results of the laboratory testing are presented in Appendix C.

- Evaluation of potential geologic hazards and the site's seismicity.

- Engineering evaluation of the on-site soils with regard to settlement potential, expansion potential, bearing and lateral load capacities and lateral earth pressures.



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SITE LOCATION MAP

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FIGURE 1

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- Preparation of this report presenting our findings, conclusions and recommendations.

3 SITE DESCRIPTION

The subject site encompasses approximately 65 acres located just north of the Banning Municipal Airport in Banning, California. The site is currently undeveloped and is fenced on the south, east, and west sides. The site is bound on the south by the Banning Municipal Airport, on the north by the Union Pacific Railroad, and to the east and west by undeveloped land. The Site Location Map, Figure 1, shows the site plotted on a 7½-minute USGS topographic map. The Exploration Plan, Figure 2, shows the site in greater detail in conjunction with the proposed lots.

The site slopes gently down to the south and east, with shallow northwest-southeast trending drainages randomly distributed across the site. Topographic plans provided to us indicate that current elevations on the site range from about 2,179 feet above mean sea level (msl) on the northwest corner of the site to about 2,101 feet msl on the southeast corner of the site. A moderately sized east-west trending drainage is located along the southern site boundary. Much of the site is covered with low lying grasses and scrub brush. A few trees are located along the southern site boundary near the drainage channel. We also understand that multiple underground utilities are located along or near the northern and eastern site boundaries.

4 PROPOSED DEVELOPMENT

We understand the proposed construction will include 6 new industrial/commercial buildings, associated streets and parking areas, and a detention basin. The new buildings will generally be located along the north and south sides of the site, with the access road in the central portion of the site. We have not reviewed grading plans for the site, but we have assumed that grading will be minimal to create level building pads. The detention basin is planned for the southeastern portion of the site. The locations of the proposed lot improvements are shown on the Exploration Plan, Figure 2.

5 GEOLOGY AND SUBSURFACE CONDITIONS

The subject site is located within the Peninsular Ranges Geomorphic Province of California near its boundary with the Transverse Ranges Geomorphic Province to the north. The Peninsular Ranges province, which stretches from the Los Angeles basin to the tip of Baja California, is characterized as a series of northwest trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms. The mountain ranges are underlain primarily by Mesozoic metamorphic rocks that were intruded by plutonic rocks of the southern California batholith, while the coastal plain is underlain by subsequently deposited marine and nonmarine sedimentary formations. By contrast, the Transverse Ranges Geomorphic Province is comprised of numerous east-west trending mountain ranges encompassing a narrow zone from north of Palm Springs west to Santa Barbara. The San Andreas fault zone is generally thought to be the feature separating the Peninsular Ranges province from the Transverse Ranges province in the area of the subject site. This area is commonly referred to as the San Gorgonio Pass, and the San Andreas fault zone splits into numerous irregular and discontinuous faults in this region.

The subject site is situated adjacent to the rugged mountain portion of the province, near the base of San Jacinto Peak and south of the San Andreas fault zone. The site is underlain by Quaternary-age alluvium shed from the adjacent San Jacinto Mountains. Generalized descriptions of the materials encountered in our subsurface exploration, from oldest to youngest, are as follows:

5.1 Alluvium

Alluvium was encountered in all of our borings across the site to the maximum depth explored. As observed in our borings, the alluvium is generally composed of poorly graded sand with silt and gravel (Unified Soil Classification SP-SM) and poorly graded gravel with silt and sand (GP-GM) with varying amounts of gravel and cobble size clasts of granitic and gneissic composition. The alluvium is generally light brown, brown, and light gray in color, fine to coarse grained, and dry to moist.

5.2 Groundwater

Groundwater was not observed in the exploratory borings drilled during for this investigation. However, groundwater seepage may be encountered in the future due to rainfall, irrigation, or broken pipes. Since the prediction of the location of such conditions is difficult, they are typically mitigated if and when they occur.

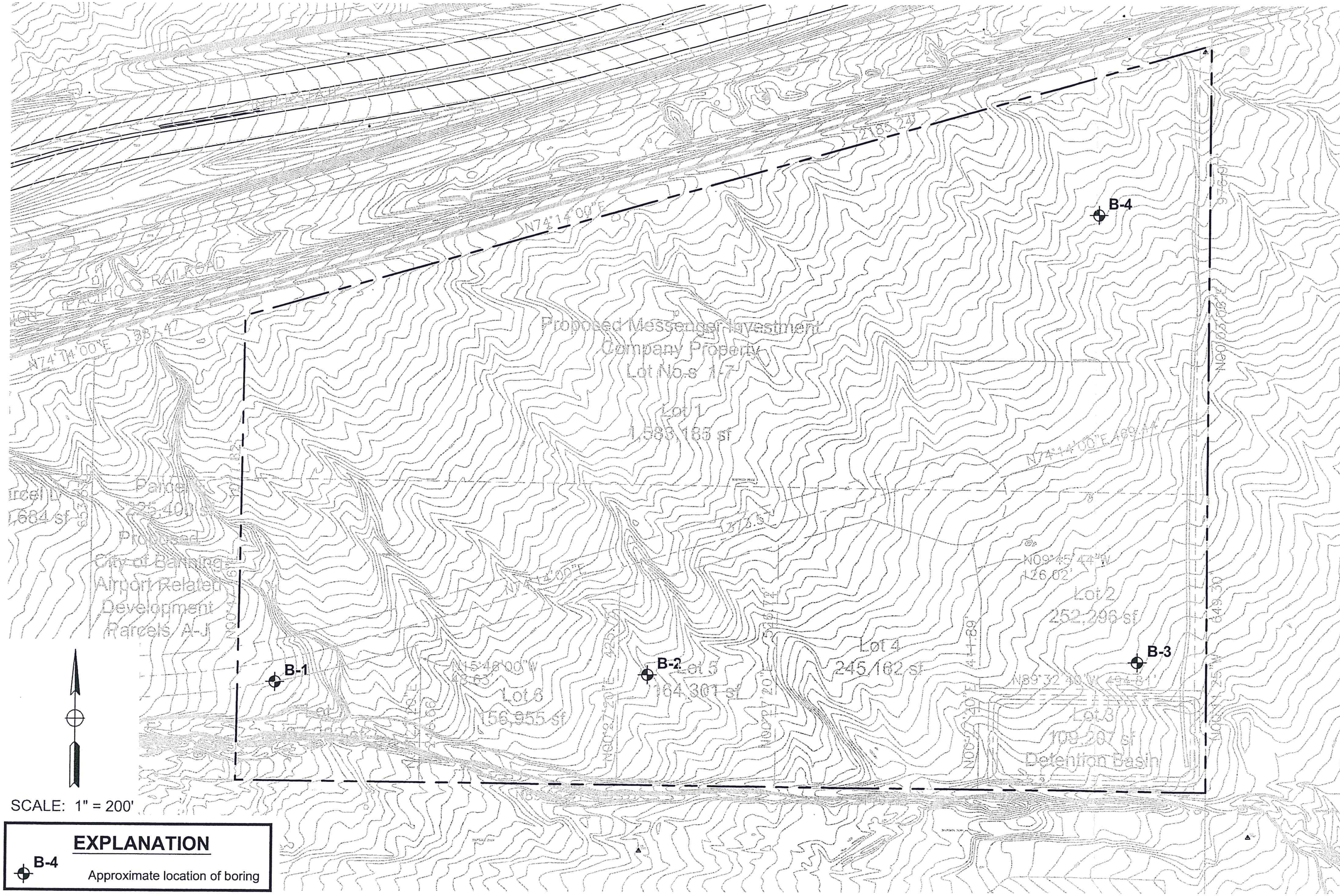
6 GEOLOGIC HAZARDS

The subject site is not located within an area previously known for significant geologic hazards. Evidence of active faulting, landslides, liquefiable soils, or collapsible soils was not encountered during this investigation. Seismic hazards at the site may be caused by ground shaking during seismic events on regional active faults. Existing and potential geologic hazards are as follows:

6.1 Seismicity and Ground Motion

Site coordinates were estimated using the CD-ROM TOPO! (National Geographic, 2001). The centroid of the subject site is located at a latitude of 33.9253 ° north and a longitude of 116.8453 ° west. The Fault Location Map, Figure 3, shows the locations of known active faults within 100 kilometers of the site. Regional Seismicity, Tables 1a and 1b, shows the properties of these faults. The deterministic values of these faults shown in the tables were developed using the program EQFAULT (Blake, 2000).

The program FRISKSP (Blake, 2000) was used to perform a probabilistic analysis of seismicity to provide an estimate of the potential peak ground acceleration that the site may experience. The analysis was conducted using the characteristic earthquake distribution of Youngs and Coppersmith (1985). Based on the results of the probabilistic analysis, the estimated peak ground acceleration for the site resulting from the Upper Bound Earthquake, defined as the motion having a 10 percent probability of being exceeded in 100 years, is 0.75g. The estimated peak ground acceleration resulting from the Design Basis Earthquake is 0.65g (10 percent probability of being exceeded in a 50 years).



SCALE: 1" = 200'

EXPLANATION

B-4 Approximate location of boring

Reference: PrelimSite01-050531.dwg, provided by Kimley-Horn & Associates, Inc., 2005.

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FIGURE 2

EXPLORATION PLAN

Geotechnics Incorporated

FAULT[1]	DISTANCE TO SITE [KM]	ESTIMATED PEAK GROUND ACCELERATION[2]	MAXIMUM EARTHQUAKE MAGNITUDE[3,5]	ESTIMATED FAULT AREA[4] [CM^2]	SHEAR MODULUS[4] [DYNE/CM^2]	ESTIMATED SLIP RATE[4] [MM/YEAR]
San Andreas - Southern	2	0.52	7.4	2.43E+13	3.30E+11	24.00
San Andreas - San Bernardino	8	0.39	7.3	1.93E+13	3.30E+11	24.00
Pinto Mountain	19	0.22	7.0	9.49E+12	3.30E+11	2.50
San Jacinto-San Jacinto Valley	19	0.20	6.9	7.56E+12	3.30E+11	12.00
San Jacinto-Anza	22	0.21	7.2	1.62E+13	3.30E+11	12.00
San Andreas - Coachella	35	0.13	7.1	1.14E+13	3.30E+11	25.00
North Frontal Fault Zone (East)	36	0.13	6.7	4.86E+12	3.30E+11	0.50
San Jacinto-San Bernardino	38	0.10	6.7	5.25E+12	3.30E+11	12.00
North Frontal Fault Zone (West)	39	0.14	7.0	9.00E+12	3.30E+11	1.00
Burnt Mountain	43	0.07	6.4	2.60E+12	3.30E+11	0.60
Eureka Peak	47	0.06	6.4	2.47E+12	3.30E+11	0.60
Landers	48	0.11	7.0	1.08E+13	3.30E+11	0.60
Helendale - S. Lockhardt	50	0.09	7.1	1.26E+13	3.30E+11	0.60
Lenwood-Lockhart-Old Woman Sprgs	51	0.10	7.3	1.94E+13	3.30E+11	0.60
Cleghorn	52	0.06	6.5	3.25E+12	3.30E+11	3.00
Elsinore-Temecula	55	0.07	6.8	6.30E+12	3.30E+11	5.00
Elsinore-Glen Ivy	56	0.06	6.8	5.70E+12	3.30E+11	5.00
Johnson Valley (Northern)	57	0.06	6.7	4.68E+12	3.30E+11	0.60
San Jacinto-Coyote Creek	59	0.07	6.8	6.15E+12	3.30E+11	4.00
Cucamonga	62	0.08	6.7	5.04E+12	3.60E+11	5.00
Elsinore-Julian	63	0.07	7.1	1.13E+13	3.30E+11	5.00
Emerson So. - Copper Mtn.	63	0.06	6.9	7.02E+12	3.30E+11	0.60
Chino-Central Ave. (Elsinore)	68	0.06	6.7	4.76E+12	3.30E+11	1.00

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REGIONAL SEISMICITY

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TABLE 1a

FAULT[1]	DISTANCE TO SITE [KM]	ESTIMATED PEAK GROUND ACCELERATION[2]	MAXIMUM EARTHQUAKE MAGNITUDE[3,5]	ESTIMATED FAULT AREA[4] [CM^2]	SHEAR MODULUS[4] [DYNE/CM^2]	ESTIMATED SLIP RATE[4] [MM/YEAR]
Calico - Hidalgo	72	0.06	7.1	1.24E+13	3.30E+11	0.60
Whittier	74	0.05	6.8	5.55E+12	3.30E+11	2.50
San Andreas - 1857 Rupture	76	0.09	7.6	4.14E+13	3.00E+11	34.00
San Andreas - Mojave	76	0.05	7.1	1.19E+13	3.00E+11	30.00
Pisgah-Bullion Mtn.-Mesquite Lk	78	0.05	7.1	1.14E+13	3.30E+11	0.60
San Jose	81	0.04	6.5	2.86E+12	3.30E+11	0.50
Sierra Madre	85	0.06	7.0	1.03E+13	3.30E+11	3.00
Earthquake Valley	86	0.03	6.5	3.00E+12	3.30E+11	2.00
Elysian Park Thrust	92	0.04	6.7	5.10E+12	3.60E+11	1.50
Newport-Inglewood (Offshore)	97	0.03	7.1	8.58E+12	3.30E+11	1.50
Clamshell-Sawpit	99	0.03	6.5	2.88E+12	3.30E+11	0.50

1. Fault activity determined by Blake (1998), CDMG (1992), Wesnousky (1986), and Jennings (1975).
2. Median peak horizontal ground accelerations (in g's) from Sadigh (1997) for Soil Sites for the Maximum Earthquake Magnitude.
3. Moment magnitudes determined from CDMG (2003), Blake (1998), Wesnousky (1986) and Anderson (1984).
4. Estimated fault areas, shear moduli, and slip rates after fault data for EQFAULT and FRISKSP, Blake (1998).
5. The Maximum Earthquake Magnitude is the estimated median moment magnitude that appears capable of occuring given rupture of the entire estimated fault area.

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REGIONAL SEISMICITY

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TABLE 1b

6.2 Surface Rupture

Surface rupture is the result of movement on an active fault reaching the surface. The Fault Location Map, Figure 3, shows the relationship between known active faults in the region and the site. The nearest known active fault is the San Gorgonio Pass fault zone associated with the southern San Andreas fault zone which is located about 1.3 miles (2.1 kilometers) northeast of the site based on the State of California Earthquake Fault Zone Map of the Cabazon Quadrangle (CDMG, 1995).

There are no known active faults underlying the site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. Accordingly, it is our opinion that there is a low probability of surface rupture due to faulting beneath the site. Additionally, lurching and ground cracking are a possibility as a result of a significant seismic event on a nearby active fault.

6.3 Liquefaction

Liquefaction is a process in which soil grains in a saturated deposit lose contact during the occurrence of earthquakes or other sources of ground shaking. The soil deposit temporarily behaves as a viscous fluid; pore pressures rise, and the strength of the deposit is greatly diminished. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium dense, and saturated. To liquefy, soils must be subjected to ground shaking of sufficient magnitude and duration. Given the relative density of the alluvial materials and the absence of a shallow groundwater table, the potential for liquefaction to occur is negligible. However, the alluvial materials may experience some dynamic settlement during strong ground shaking. The recommendations presented in this report will help minimize the effects of dynamic settlement.

6.4 Landslides and Lateral Spreads

Evidence of ancient landslides or slope instabilities was not observed during our investigation or in historical aerial photographs of the site (RCFCD, 1974 and 1980).

Lateral spreading is the result of liquefaction or plastic deformation occurring on gently sloping ground during an earthquake. Typically, the event requires an unsupported, steep cut or scarp at the toe of the failure area that allows the initial lateral displacement. The site is not underlain by potentially liquefiable soils. Based on the relatively dense nature of the underlying materials, the site is not believed to be susceptible to lateral spreading or landsliding associated with a seismic event on a nearby active fault. Accordingly, the potential for landslides or lateral spreads to significantly impact the site is considered low.

6.5 Tsunamis, Seiches, and Flooding

Given the distance between the subject site and the coast, and the site's elevation above sea level, damage due to tsunamis (seismically induced waves) is considered negligible. There do not appear to be any open or confined bodies of water upslope from the site. Accordingly, the possibility of earthquake-induced flooding due to seiches or dam failures is also considered negligible. The subject site is not located within a flood plain. In our opinion, the potential for flooding at the site is considered negligible.

FAULT LOCATION MAP

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FIGURE 3

SITE

100 km

120° 119° 118° 117° 116° 115°

34° 33° 32°

San Andreas - Mojave Segment
San Andreas - San Bernardino Segment
San Cayetano Fault Zone
Ventura-Pitas Point Fault
San Gabriel Fault Zone
Hollywood Fault Zone
Santa Monica
North Frontal Fault Zone
Cucamonga Fault Zone
Helendale Fault Zone
Lenwood-Old Woman Springs Fault Zone
Emerson South-Copper Mountain Fault Zone
Calico - Hidalgo Fault Zone
Bullion Fault
Mesquite Lake Fault Zone
Pinto Mountain Fault Zone
San Gorgonio - Banning Fault Zone
Whittier Fault Zone
Glen Ivy Segment
Glen Helen Segment
San Jacinto Fault Zone
Coachella Valley Segment
Casa Loma - Clark Segment
Coyote Creek Segment
Borrego Mountain Segment
Elsinore Fault Zone
Palos Verdes Fault
Newport-Inglewood Fault
Rose Canyon Fault Zone
Coronado Bank Fault Zone
San Diego Trough-Bahia Soledad Fault Zone
San Clemente Fault Zone
La Nacion Fault
Earthquake Valley Fault Zone
Julian Segment
Coyote Mountain Segment
Superstition Mountain Segment
Superstition Hills Fault Zone
Elmore Ranch Fault Zone
Brawley Seismic Zone
Imperial Fault Zone
United States
Mexico
Laguna Salada Fault
Cerro Prieto Fault Zone
Calabasas Fault Zone
Vallecitos Fault Zone
San Miguel Fault Zone
Sierra Juarez Fault Zone
San Isidro Fault Zone
Agua Blanca Fault Zone

NOTATIONS

Holocene fault displacement (during past 10,000 years) without historic record. Geomorphic evidence for Holocene faulting includes sag ponds, scarps showing little erosion, or the following features in Holocene age deposits: offset stream courses, linear scarps, shutter ridges, and triangular faceted spurs. Recency of faulting offshore is based on the interpreted age of the youngest strata displaced by faulting.

Late Quaternary fault displacement (during past 700,000 years). Geomorphic evidence similar to that described for Holocene faults except features are less distinct. Faulting may be younger, but lack of younger overlying deposits precludes more accurate age classification.

Quaternary fault (age undifferentiated). Most faults of this category show evidence of displacement sometime during the past 1.6 million years; possible exceptions are faults that displace rocks of undifferentiated Plio-Pleistocene age. See Bulletin 201, Appendix D for source data.

Late Cenozoic faults within the Sierra Nevada including, but not restricted to, the Foothills fault system. Faults show stratigraphic and/or geomorphic evidence for displacement of late Miocene and Pliocene deposits. By analogy, late Cenozoic faults in this system that have been investigated in detail may have been active in Quaternary time (Data from PG&E, 1993.)

Pre-Quaternary fault (older than 1.6 million years) or fault without recognized Quaternary displacement. Some faults are shown in this category because the source of mapping used was of reconnaissance nature, or was not done with the object of dating fault displacements. Faults in this category are not necessarily inactive.

N

0 10 20 30 40 50 60
SCALE (KM)

REFERENCES:
Reproduced with permission, Division of Mines and Geology, CD-ROM 2000-006 (2000), Digital Database of faults from the Fault Activity Map of California and Adjacent Areas. IBID (1994), Selected Faults in Northern Baja California, Offshore, and the Adjacent Southern California Area.

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7 CONCLUSIONS

Based on the results of this investigation, it is our opinion that the proposed construction is feasible from a geotechnical standpoint provided the following recommendations and appropriate construction practices are followed. No geotechnical conditions were encountered that would preclude the proposed construction. Geotechnical design and construction considerations are presented below.

- The site is underlain by alluvial soils up to and beyond the depths explored during this investigation. The surficial alluvium materials are considered compressible and may experience settlement under increased loading from structures or new fills. Recommendations are presented in this report for preparation of the alluvial materials across the site.

- The proposed buildings may be supported on conventional shallow footings provided the recommendations of this report are followed.

- In general, excavations at the site should be achievable using standard heavy earthmoving equipment in good working order with experienced operators. Localized zones of cemented materials may be encountered within the alluvium. Oversized materials, such as cobbles, are anticipated to be encountered throughout the alluvial materials on the site.

- Groundwater was not encountered in the borings drilled for this investigation. Groundwater may develop in the future. Groundwater is not anticipated to significantly impact the proposed construction.

- There are no known active faults underlying the project site. Potential seismic hazards at the site would more likely be associated with ground shaking associated with seismic events along regional active faults. Seismic shaking hazards are typically mitigated through building designs in accordance with the California Building Code.

8 RECOMMENDATIONS

The remainder of this report presents recommendations regarding earthwork construction as well as preliminary geotechnical recommendations for the design of the proposed structures and improvements. These recommendations are based on empirical and analytical methods typical of the standard-of-practice in southern California. If these recommendations appear not to address a specific feature of the project, please contact our office for additions or revisions to the recommendations.

8.1 Plan and Specification Review

Preliminary site plans were used as the basis for this investigation. We recommend that grading plans, foundation plans, and earthwork specifications be reviewed by Geotechnics Incorporated prior to finalization to evaluate conformance of the plans with the intent of the recommendations of this report. Significant changes in the locations or elevations of the proposed structures or significant changes in anticipated site grading may require additional geotechnical evaluation.

8.2 Excavation and Grading Observation

Foundation excavations and site grading should be observed by Geotechnics Incorporated. Geotechnics Incorporated should provide observation and testing services continuously during grading. Such observations are considered essential to identify field conditions that differ from those anticipated by the preliminary investigation, to adjust designs to actual field conditions, and to determine that the grading is accomplished in general accordance with the recommendations of this report. Recommendations presented in this report are contingent upon Geotechnics Incorporated performing such services. Our personnel should perform sufficient testing of fill during grading to support our professional opinion as to compliance with compaction recommendations.

8.3 Earthwork

Grading and earthwork should be conducted in accordance with the City of Banning Grading Ordinance, the California Building Code (CBC) and with the recommendations

of this report. The following recommendations are provided regarding specific aspects of the proposed earthwork construction. These recommendations should be considered subject to revision based on field conditions observed by the geotechnical consultant during grading.

8.3.1 Site Preparation

General site preparation should include the removal of unsuitable and deleterious materials, existing structures, or other improvements from areas that will be subjected to structural or fill loads. Clearing and grubbing should consist of the removal of vegetation including brush, grass, weeds, wood, tree roots, and otherwise deleterious materials from areas to be graded. Clearing and grubbing should extend to the limits of grading. Unsuitable materials include vegetation, trash, construction debris, highly organic soil, highly expansive clays, rocks more than 6 inches in greatest dimension, contaminated soils, or other undesirable materials. Removed materials should be hauled off-site and legally disposed.

The removal of unsuitable materials should be conducted under the observation of the geotechnical consultant to evaluate the competency of the exposed materials for support of structural and fill loads. The excavation of unsuitable materials should be conducted in a way that minimizes the disturbance of competent materials.

All buildings, structures, foundations, utilities (above and below ground), and any other man-made improvements within the grading limits, that are not to be saved for future use, should be demolished and legally disposed off-site. Subsurface improvements or obstructions that are to be removed should be excavated and hauled off-site. The resulting excavations should be backfilled and compacted in accordance with the recommendations of this report. Demolition of pipelines may consist of removal within the project perimeter and either capping or rerouting at the project perimeter. If appropriate, abandoned pipelines may be filled with grout or slurry cement as recommended by, and under the observation of, the geotechnical consultant. Man-made improvements to be saved should be protected from damage by the contractor.

8.3.1.1 Remedial Grading for Building Areas

To help provide a uniform building mat beneath the building, the existing surficial alluvium materials should be over-excavated to a minimum depth of 4 feet below existing grade or proposed slab subgrade, whichever is deeper. Deeper removals may be required in areas where loose sands are exposed at the bottoms of the removals. In this case, the removals should extend until dense bearing materials are encountered, or to a maximum depth of 5 feet below existing grades or proposed slab subgrade. This determination should be based on field observations by the geotechnical consultant. The removals should extend horizontally at least 5 feet beyond the limits of the proposed improvements.

After making the recommended removals and prior to fill or structure placement, the exposed ground surface should be observed to evaluate the suitability of the exposed soil conditions for support of new fill or structures. Any remaining loose or otherwise unsuitable materials should also be removed until a stable, unyielding condition under equipment loads is achieved. After making any additional removals, the exposed ground surface should be scarified to a depth of approximately 12 inches brought to slightly above optimum moisture content, and compacted to at least 90 percent of the maximum dry density obtained using ASTM D 1557 as a guideline. Surfaces on which fill is to be placed which are steeper than 5:1 (horizontal:vertical) should be benched so that the fill placement occurs on relatively level ground.

The intent of the over-excavation operations is to provide a uniform compacted fill mat of five feet beneath the planned structures. This fill mat may be accomplished by a combination of over-excavation and of planned fills. In situations where the planned fills are greater than five feet, we recommend that existing surficial materials be scarified a depth of 12 inches, moisture conditioned, and compacted prior to placement of any fill materials.

8.3.1.2 Remedial Grading for Other Improvement Areas

To minimize the potential for structural distress to pavements, curbs, sidewalks, and other hardscape areas, we recommend that the soils within the upper 1 foot of existing or finish subgrade (whichever is deeper) at these areas should be removed, moisture conditioned and replaced as compacted fill. Prior to placing these materials, the exposed ground surface should be scarified a depth of 12 inches, moisture conditioned and compacted. The intent of this recommendation is to provide a uniform fill mate of 2 feet below subgrade. Deeper removals may be required in areas where loose sands are exposed at the bottoms of the removals. In this case, the removals should extend until dense bearing materials are encountered, or to a maximum depth of 4 feet below existing grades or proposed subgrade. This determination should be based on field observations by the geotechnical consultant. The removals should extend at least 2 feet horizontally beyond pavements, curbs and concrete flatwork.

8.3.2 Structural Fill Material

In general, the on-site materials may be used in the required fills, less any unsuitable or deleterious materials described previously. Soils that have an Expansion Index greater than 20, based on UBC Test Method 18-2 or ASTM D4829, should not be used within the upper 5 feet of finish building subgrade, within the upper 2 feet of finish hardscape subgrade, or as retaining wall backfill.

Imported fill sources, if needed, should be observed prior to hauling onto the site to determine the suitability for use. Representative samples of imported materials and on-site soils should be tested by the geotechnical consultant to evaluate their engineering properties for the planned use. Imported fill soils should have an Expansion Index of no more than 20.

During grading operations, soil types other than those evaluated in the geotechnical report may be encountered. Geotechnics should be notified to evaluate the suitability of these soils for use as fill and as finish grade soils.

8.3.3 Fill Compaction

After making the recommended removals and prior to fill placement, the exposed ground surface should be scarified to a depth of approximately 12 inches, brought to slightly above optimum moisture content, and compacted to at least 90 percent of the maximum dry density obtained using ASTM D1557 as a guideline. Any remaining dry, loose or soft materials should also be removed until a stable, unyielding condition under equipment loads is achieved.

All fill and backfill should be placed at slightly above optimum moisture content using equipment that is capable of producing a uniformly compacted product throughout the entire fill lift. Fill materials at less than optimum moisture should have water added and the fill mixed to result in material that is uniformly above optimum moisture content. Fill materials that are too wet should be aerated or mixed with drier material to achieve uniformly moisture-conditioned soil. Flooding should not be permitted as a method of compacting fill or backfill.

The fill and backfill should be placed in horizontal lifts at a thickness appropriate for the equipment spreading, mixing, and compacting the material, but generally should not exceed 8 inches in loose thickness. The minimum relative compaction recommended for fill and backfill is 90 percent of maximum dry density based on ASTM D 1557 guidelines. Sufficient observation and testing should be performed by Geotechnics Incorporated so that an opinion can be rendered as to the compaction achieved.

8.3.4 Temporary Excavations

Temporary excavations, such as for remedial grading and foundation and utility excavations are expected to be stable provided they are laid back in accordance with our recommendations or shored. All excavations should conform with Cal-OSHA guidelines. Workmen should be protected from falling rocks and caving soils in accordance with Cal-OSHA requirements. Temporary excavations extending to a depth of 3 feet or less may be made vertically. Temporary

excavations beyond a depth of 3 feet should be laid back no steeper than 1:1 (horizontal:vertical), or shored, prior to allowing workers to enter.

Where temporary excavations extend below a plane inclined at 1½:1 (horizontal:vertical) downward from the outside bottom edge of adjacent property lines shoring is recommended. Temporary excavations that encounter seepage or other potentially adverse conditions should be evaluated by the geotechnical consultant on a case-by-case basis during grading. Remedial measures may include shoring, or reducing the inclination of the temporary slope.

8.3.5 Slopes

All permanent slopes should be inclined no steeper than 2:1 (horizontal to vertical). The surficial slope stability may be enhanced by providing good site drainage. The site should be graded so that water from the surrounding areas is not allowed to flow over the top of the slope. Diversion structures should be provided where necessary. Surface runoff should be confined to gunite-lined swales or other appropriate devices to reduce the potential for erosion.

We recommend that slopes be planted with vegetation that will increase their stability. Ice plant is generally not recommended. We recommend that vegetation include woody plants, along with ground cover. All plants should be adapted for growth in semi-arid climates with little or no irrigation. A landscape architect should be consulted in order to develop a specific planting palate suitable for slope stabilization.

It should be recognized that the outer few feet of all slopes are susceptible to gradual down-slope movements due to slope creep. This will affect hardscape such as concrete slabs. We recommend that settlement sensitive hardscape not be constructed within 5 feet of the top of slopes.

8.4 Surface Drainage

Foundation and slab performance depends greatly on how well the runoff waters drain from the site. This is true both during construction and over the entire life of the structure. The ground surface around structures should be graded so that water flows rapidly away from the structures without ponding. The surface gradient needed to achieve this depends on the prevailing landscape. In general, we recommend that pavement and lawn areas within 5 feet of buildings slope away at gradients of at least 2 percent. Densely vegetated areas should have minimum gradients of at least 5 percent away from buildings in the first 5 feet. Densely vegetated areas are considered those in which the planting type and spacing are such that the flow of water is impeded. Planters should be built so that water from them will not seep into the foundation, slab, or pavement areas. Roof drainage should be channeled by pipe to storm drains, or discharged at least 10 feet from buildings. Site irrigation should be limited to the minimum necessary to sustain plants. Should excessive irrigation, surface water intrusion, water line breaks, or unusually high rainfall occur, saturated zones or "perched" groundwater may develop in the underlying soils.

8.5 Foundation Recommendations

The foundation recommendations provided herein are considered generally consistent with methods typically used in southern California. Other alternatives may be available. They are only minimum criteria and should not be considered a structural design, or to preclude more restrictive criteria of governing agencies or by the structural engineer. The design of the foundation system should be performed by the project structural engineer, incorporating the geotechnical parameters described herein and the requirements of applicable building codes.

The proposed buildings may be supported on conventional shallow foundations supported on fill material prepared as recommended in this report. Foundation excavations should be observed by Geotechnics Incorporated to evaluate the suitability of the bearing materials for conformance with the recommendations of this report.

The following design parameters assume that the foundations for the proposed structures will consist of shallow footings bearing entirely on compacted fill soils. They also assume that the bearing materials will have a low expansion potential (Expansion Index of 20 or less). A one-third increase in the soil bearing and passive pressure values may be used for short-term wind or seismic loads.

Allowable Soil Bearing:	2,000 lbs/ft^2 for footings bearing on fill materials.
Minimum Footing Width:	12 inches.
Minimum Footing Depth:	18 inches below lowest adjacent compacted soil, slab, or pavement grade.
Passive Pressure:	300 lbs/ft^2 per foot of embedment.
Coefficient of Friction:	0.35 for footings in contact with fill materials.
Differential Settlement:	Foundations should be designed for ½-inch of differential settlement over a distance of 40 feet.

8.6 CBC Seismic Parameters

The following 2001 CBC seismic parameters may be used for design of the proposed structures. These factors are based on a site-to-fault distance of 7.8 kilometers scaled from fault maps (CDMG, 1998) intended for use in conjunction with the 2001 CBC.

Seismic Zone Factor, Z:		0.40
Seismic Source Type:		A (San Andreas (southern) fault zone)
Soil Profile Type:		S_D
Seismic Coefficients,	C_a:	$0.44N_a$
	C_v:	$0.64N_v$
Near-Source Factors,	N_a:	1.1
	N_v:	1.4

8.7 Interior Building Slabs

Building slabs should be supported by compacted fill prepared as recommended in this report and having a low expansion potential (Expansion Index less than 20). Slabs should be designed for the anticipated loading. If an elastic design is used, a modulus of subgrade reaction of 150 lbs/in^3 may be used. Slab thickness, control joints and reinforcement should be designed by the project structural engineer and should conform to the requirements of the 2001 CBC and with the recommendations contained in the current American Concrete Institute (ACI) *Guide for Concrete Floor and Slab Construction* (ACI 302.1R-04). We recommend that building slabs be at least 5½ inches in thickness and reinforced with at least No. 4 bars spaced 18 inches on center, each way, placed within the upper 1/3 of the slab thickness with a minimum cover of 1½ inches. The expansion index of the soils within the upper 5 feet should be confirmed by completing expansion index testing during grading.

8.7.1 Moisture Protection for Interior Slabs

Concrete slabs constructed on soil ultimately cause the moisture content to rise in the underlying soil. This results from continued capillary rise and the termination of normal evapotranspiration. Because normal concrete is permeable, the moisture will eventually penetrate the slab. Excessive moisture may cause mildewed carpets, lifting or discoloration of floor tiles, or similar problems. To decrease the likelihood of problems related to damp slabs, suitable moisture protection measures should be used where moisture sensitive floor coverings, moisture sensitive equipment, or other factors warrant.

8.7.1.1 Commonly Used Method

A commonly used moisture protection in southern California consists of about 2 inches of clean sand covered by at least 10 mil plastic sheeting. In addition, 2 inches of clean sand are placed over the plastic to decrease concrete curing problems associated with placing concrete directly on an impermeable membrane. However, it has been our experience that such systems will transmit from approximately 6 to 12 pounds of moisture per

1,000 square feet per day. This may be excessive for some applications, particularly for sheet vinyl, wood flooring, vinyl tiles, or carpeting with impermeable backing that use water soluble adhesives.

8.7.1.2 Current ACI 302 Recommendations

The current ACI *Guide for Concrete Floor and Slab Construction*, ACI 302.1R-04, provides detailed recommendations regarding moisture protection systems. In general, ACI 302-1R-04 defines a vapor retarder as having a water transmission rate of less then 0.3 perms when tested in accordance with ASTM E 96, and defines a vapor barrier as having a water transmission rate of 0.00 perms. In addition, the vapor retarder should conform to the ASTM E 1745 guidelines and if a polyethylene plastic sheeting is used, it should be a minimum of 10-mil.

Based on a review of ACI 302-1R-04, the moisture protection may consist of placing a 10-mil polyethylene plastic sheeting vapor retarder over compacted subgrade. If necessary, 2 inches of a granular base material may be placed beneath the polyethylene plastic sheeting to provide a level surface. The vapor retarder should be placed in accordance with ASTM E 1643 guidelines. All laps or seams should be overlapped a minimum of 6 inches or as recommended by the manufacturer. Joints and penetrations should be sealed with the manufacturer's recommended adhesive, pressure sensitive tape or both. The granular base material should be a clean, fine graded material with at least 10 to 30% of particles passing No. 100 sieve but not contaminated with clay, silt, or organic material. The granular material should be compacted and proof-rolled prior to placement of the vapor retarder. The vapor retarder should be protected from puncture and if damaged be repaired per the manufacturer's recommendations. It should be noted that placing concrete directly on a low permeable membrane may result in finishing delays. To help speed up the potential finishing delay times and to reduce the potential for curl of the slab, we recommend that the concrete mix be designed for a water cement ratio of between 0.45 to 0.48.

Regardless of the moisture protection method used, the vapor retarder/barrier should extend beneath all foundation elements and grade beams. In addition, it has been shown the lateral migration of water from foundation edges contributes significantly to moisture problems. The membrane should extend above soils grade around the structure's perimeter, and the exposed foundation face should be painted with a latex sealer prior to color coat.

The project architect should review the ACI 302.1R-04 document along with the moisture requirements of the proposed flooring system and incorporate an appropriate level of moisture protection as part of the floor covering design. For example, moisture sensitive floor coverings such as vinyl may develop discoloration or adhesive degradation due to excessive moisture transmission. Wood flooring may swell and dome if exposed to excessive moisture transmission. In such cases, the architect should specify an appropriate moisture barrier based on the allowable moisture transmission rate for the flooring to be used. This may include placing a vapor barrier (with a maximum water vapor transmission rate of 0 perms) and/or waterproofing the slab instead of a vapor retarder. In addition, Geotechnics Incorporated can be contacted for further recommendations for below-slab barriers and concrete placement.

8.8 Exterior Slabs

Exterior slabs should be at least 4 inches thick and should be reinforced with at least 6-inch by 6-inch, W2.9 by W2.9 welded wire fabric placed at slab mid-height. Crack control joints should be used on all exterior slabs, with a maximum spacing of 5-foot centers each way for sidewalks and 10-foot centers each way for slabs. Differential movement between buildings and slabs, or between sidewalks and curbs may be decreased by doweling the slab into the foundation or curb.

8.9 Earth-Retaining Structures

For cantilever retaining walls, where the backfill is level or nearly level, an active earth pressure approximated by an equivalent fluid pressure of 35 lbs/ft^3 may be used. The active pressure should be used for walls free to yield at the top at least 0.2 percent of the wall height. Where the earth slopes upwards at 2:1, an equivalent fluid pressure of 55

lbs/ft^3 may be used. For walls restrained so that such movement is not permitted an equivalent fluid pressure of 60 lbs/ft^3 should be used, based on at-rest soil conditions with level backfill. In addition to the recommended earth pressure, walls adjacent to vehicular traffic should be designed to resist a uniform lateral pressure of 100 lbs/ft^2, acting as a result of an assumed 300 lbs/ft^2 surcharge behind the wall. If the traffic is kept back at least ten feet from the walls, the traffic surcharge may be neglected.

The above pressures assume no hydrostatic pressures or surcharge loads, which will increase the lateral pressures on the wall. We should be contacted for additional recommendations if hydrostatic or surcharge pressures are applicable. Walls should contain an adequate subdrain to reduce hydrostatic forces as shown on Wall Drain Detail, Figure 4.

Backfilling retaining walls with expansive soils can increase lateral pressures well beyond the active or at-rest pressures indicated above. We recommend that retaining walls be backfilled with free-draining, cohesionless soil having an Expansion Index of 20 or less. In general, the on-site soils do not appear suitable for wall backfill soil. The backfill area should include the zone defined by a 1:1 plane projected upward from the heel of the wall. Retaining wall backfill should be compacted to at least 90 percent relative compaction, based on ASTM D 1557 guidelines. Backfill should not be placed until walls have achieved adequate structural strength. Heavy compaction equipment which could cause distress to walls should not be used.

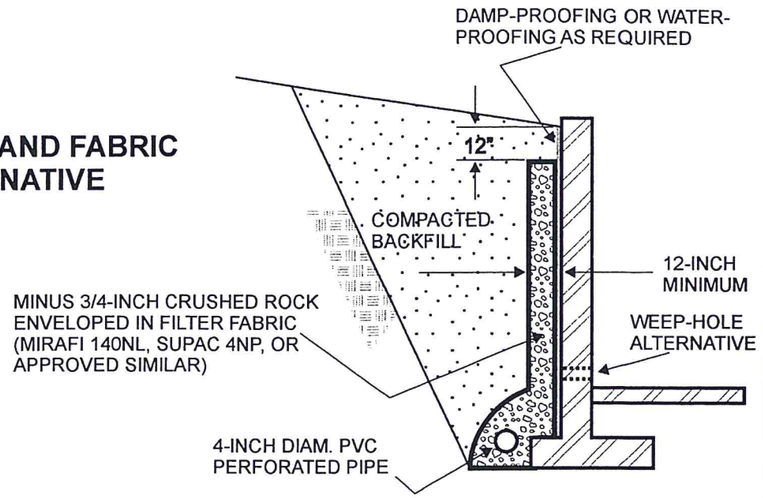
8.10 Pipelines

Project improvements may include underground pipelines. Geotechnical aspects of pipeline design include soil bearing and lateral resistance for thrust blocks, modulus of soil reaction, and pipe bedding.

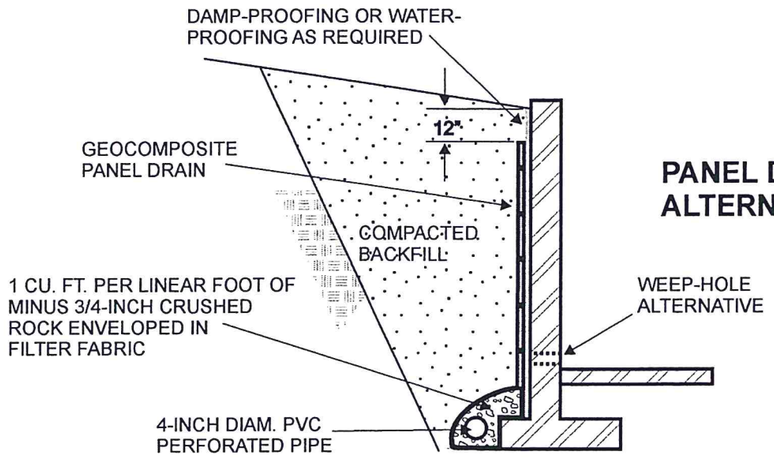
8.10.1 Thrust Blocks

For design of thrust blocks, the following design parameters may be used for thrust blocks embedded in either compacted fill or alluvium deposits.

ROCK AND FABRIC ALTERNATIVE



PANEL DRAIN ALTERNATIVE



NOTES

1) Perforated pipe should outlet through a solid pipe to a free gravity outfall. Perforated pipe and outlet pipe should have a fall of at least 1%.
2) As an alternative to the perforated pipe and outlet, weep-holes may be constructed. Weep-holes should be at least 2 inches in diameter, spaced no greater than 8 feet, and be located just above grade at the bottom of wall.
3) Filter fabric should consist of Mirafi 140N, Supac 5NP, Amoco 4599, or similar approved fabric. Filter fabric should be overlapped at least 6-inches.
4) Geocomposite panel drain should consist of Miradrain 6000, J-DRain 400, Supac DS-15, or approved similar product.
5) Drain installation should be observed by the geotechnical consultant prior to backfilling.

Geotechnics Incorporated

WALL DRAIN DETAILS

Project No. 1060-001-00
Document No. 05-0621

FIGURE 4

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Allowable Soil Bearing:	2,000 lbs/ft^2 (allow a one-third increase for short-term wind or seismic loads).
Passive Pressure:	300 lbs/ft^2 per foot of embedment (allow a one-third increase for short-term wind or seismic loads).
Coefficient of Friction:	0.35

8.10.2 Modulus of Soil Reaction

The modulus of soil reaction (*E'*) is used to characterize the stiffness of soil backfill placed along the sides of buried flexible pipelines. For the purpose of evaluating deflection due to the load associated with trench backfill over the pipe, a value of 1,500 lbs/in^2 may be used assuming granular bedding material is placed adjacent to the pipe.

8.10.3 Pipe Bedding

Typical pipe bedding as specified in the "GREENBOOK" may be used. As a minimum, we recommend that pipes be supported on at least 4 inches of granular bedding material. Where pipeline or trench excavation inclinations exceed 15 percent, we do not recommend that open graded rock be used for pipe bedding or backfill because of the potential for piping and internal erosion of the overlying backfill. The recommended bedding is coarse sand having a sand equivalent greater than 30. Alternatively, sand-cement slurry can be used for the bedding. The slurry should consist of at least a 2-sack mix having a slump no greater than 5 inches. If the sand-cement slurry is used for the pipe bedding to at least 1 foot over the top of the pipe, cut-off walls may not be considered necessary. This recommendation should be further evaluated by the project civil engineer designing the pipe system.

8.11 Pavements

Preliminary pavement sections are provided for new pavements that may be associated with the proposed construction. Laboratory testing of the on-site soils indicate an R-

Value of 73. For the preliminary pavement design, an R-value of 40 was assumed to account for variations of the soils on-site. Final pavement design should be based on R-value test results of the finished pavement subgrade soils.

Subgrade preparation should be conducted immediately prior to the placement of the pavement section. The upper 12 inches of pavement subgrade should be scarified, brought to about optimum moisture content and compacted to at least 95 percent of maximum dry density based on ASTM D 1557 guidelines. Aggregate base should conform to the specifications for crushed aggregate base, crushed miscellaneous base, or processed miscellaneous base as defined in Section 200-2 of the "GREENBOOK" (2000). Alternatively, aggregate base should conform to Class 2 aggregate base as defined in Section 26 of the latest edition of the Caltrans Standard Specifications. Aggregate base should be compacted to at least 95 percent of maximum dry density based on ASTM D 1557 guidelines.

8.11.1 Asphalt Concrete

For design, three areas of traffic were provided: areas of light passenger car use and parking (TI = 4.5), driveways for passenger car and light trucks (TI = 6.0) and driveways and parking areas for heavy trucks (TI = 7.0). Based on a design R-value of 40 and the traffic indices noted above, the following pavement sections are estimated using the Caltrans design method as a guideline.

Traffic Index	Asphalt Concrete	Aggregate Base
4.5	3 inches	4 inches
6.0	4 inches	5 inches
7.0	5 inches	5 inches

Asphalt concrete should conform to "GREENBOOK" specifications. Asphalt concrete should be compacted to at least 95 percent based on the Hveem unit weight.

8.11.2 Portland Cement Concrete

Concrete pavement design was performed in accordance with the simplified design procedure of the Portland Cement Association. This method is based on a 20-year design life. For design, it was assumed that dowel joints will be used for load transfer across control joints. The Portland cement concrete was assumed to have a minimum 28-day flexural strength of 600 psi. The subgrade soils are assumed to provide "medium" subgrade support. Based on these assumptions, we recommend that the pavement section consist of 6 inches of Portland cement concrete over the compacted subgrade. Concentrated truck traffic areas, such as trash truck aprons and loading dock areas, should be reinforced with at least number 4 bars on 18-inch centers, each way.

8.12 Soil Corrosivity

Selected soil samples were evaluated for water-soluble sulfate content to assess the general degree of sulfate exposure of concrete in contact with the site soils. The test results are presented in Appendix C. The project design engineer may use the test results in conjunction with Table 19-A-4 of the California Building Code to specify a suitable cement type, water cement ratio, and minimum compressive strength for concrete used on site which will be in direct contact with soil, including all foundations and slabs. The sulfate content test results are believed to represent the existing soil conditions at the site. Additional testing of the finish grade materials should be performed to evaluate the final as-graded condition of the site. It should be noted that soluble sulfate in the irrigation water supply, and/or the use of fertilizer may cause the sulfate content in the surficial soils to increase significantly with time. This may result in a higher sulfate exposure than that indicated by the test results reported herein. Studies have shown that the use of improved cements in the concrete, and a low water-cement ratio will improve the resistance of the concrete to sulfate exposure.

Based on the resistivity test results, the on-site soils appear to range from slightly to very corrosive to ferrous metals. Based on the water-soluble chloride content results, the on-site soils have a degree of corrosivity to metals that is negligible to corrosive. A corrosion consultant should be contacted to provide corrosion control recommendations.

9 LIMITATIONS OF INVESTIGATION

This investigation was performed using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. No warranty, express or implied, is made as to the conclusions and professional opinions included in this report.

The samples taken and used for testing and the observations made are believed representative of the project site; however, soil and geologic conditions can vary significantly between field explorations. As in most projects, conditions revealed by excavation may be at variance with preliminary findings. If this occurs, the changed conditions must be evaluated by the geotechnical consultant and additional recommendations made, if warranted.

This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the design consultants for the project and incorporated into the plans, and the necessary steps are taken to see that the contractors carry out such recommendations in the field.

Changes in the condition of a property can occur with the passage of time, whether due to natural processes or the work of man on this or adjacent properties. In addition, changes in applicable or appropriate standards of practice may occur from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

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APPENDIX A

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APPENDIX B

SUBSURFACE EXPLORATION

Our field explorations consisted of drilling four exploratory borings using a truck-mounted AP1000 Becker Hammer drill rig. The borings were advanced with a 6⅝-inch diameter crowd-in bit to depths up to about 50 feet below the existing ground surface. We performed our drilling activities on May 26 and 27, 2005. The approximate locations of the borings are shown on the Exploration Plan, Figure 2. Logs describing the subsurface conditions encountered are presented on the following Figures B-1 through B-4b.

Standard penetration test (SPTs) were performed in the borings. The number of blows (N value) is indicated on the boring logs. The SPTs were performed in general accordance with the ASTM Designation D 1586 test method. The sampler used was a standard split-barrel sampler with an inside diameter of 1⅜ inches and an outside diameter of 2 inches as described in the test method. The hammer used to drive the SPT sampler was a 140 pound hammer, and a drop of about 30 inches was used. Bulk samples were obtained at selected intervals. Bulk and drive sample locations are indicated on the logs.

Boring locations were established in the field using GPS and by taping distances from landmarks shown on the plans provided. The locations shown should not be considered more accurate than is implied by the method of measurement used. The lines designating the interface between soil units on the boring logs are determined by interpolation and are therefore approximations. The transition between the materials may be abrupt or gradual. Further, soil conditions at locations between the borings may be substantially different from those at the specific locations explored. It should be recognized that the passage of time can result in changes in the soil conditions reported in our logs.

LOG OF EXPLORATION BORING NO. 1

Logged by: CW **Date Drilled:** 5/26/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,157' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
1–5						**ALLUVIUM**: Poorly graded sand with silt and gravel (SP-SM), brown to gray, fine to medium with some coarse, dry, medium dense, gravels up to 3 inches in dimension.	Gradation, pH, Resistivity, Sulfate, Chloride
6	29	SPT					
7–8							
9						Gravels, cobbles.	
10	80/ 10"	CAL				No recovery.	
11–14							
15	40/ 3"	SPT					
16–26							
27						Sandy zone, dry to moist.	
28–29							
30	16	SPT				Poorly graded sand with silt and gravel (SP-SM), gray, fine with few medium to coarse, moist, medium dense.	

PROJECT NO. 1060-001-00 **GEOTECHNICS INCORPORATED** FIGURE B-1a

LOG OF EXPLORATION BORING NO. 1 (continued)

Logged by: CW **Date Drilled:** 5/26/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,157' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
31						**ALLUVIUM**: Poorly graded sand with silt and gravel (SP-SM), light gray, fine to coarse, dry, dense.	
32							
33							
34							
35							
36							
37							
38							
39							
40							
41							
42						Poorly graded sand with silt and gravel (SP-SM), gray, fine to medium with some coarse, dry, dense.	
43							
44							
45							
46							
47							
48							
49							
50							
51						Total depth: 50 feet No groundwater encountered	
52							
53							
54							
55							
56							
57							
58							
59							
60							

LOG OF EXPLORATION BORING NO. 2

Logged by: CW **Date Drilled:** 5/26/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,135' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
1–5						**ALLUVIUM:** Poorly graded gravel with silt and sand (GP-GM), light gray to light brown, fine to medium, dry, very dense, little cobble.	Gradation
6–8	51	SPT				Brown, dry to moist.	
9–14	--	CAL				Sampler bouncing on rocks, no sample recovery.	
15–19	--	SPT				Sampler bouncing on rocks, no sample recovery.	
20–21	68	SPT				Poorly graded gravel with silt and sand (GP-GM), brown and gray with black, fine to medium with some coarse, dry to moist, very dense.	
22–30						Total depth: 21 feet No groundwater encountered	

PROJECT NO. 1060-001-00 **GEOTECHNICS INCORPORATED** FIGURE B-2

LOG OF EXPLORATION BORING NO. 3

Logged by: CW **Date Drilled:** 5/26/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,111' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
1–4						**ALLUVIUM**: Poorly graded sand with silt and gravel (SP-SM), gray to brown, fine to coarse, dry to moist, very dense.	
5–9	59	SPT				Gravels and cobbles up to 4 inches in dimension.	Maximum Density & Optimum Moisture, Direct Shear
10–14	68	CAL				No sample recovery.	
15–20	64	SPT					
21	30/ 9"	SPT				Sampler bouncing on rocks.	
22–30						Total depth: 21 feet No groundwater encountered	

PROJECT NO. 1060-001-00 **GEOTECHNICS INCORPORATED** FIGURE B-3

LOG OF EXPLORATION BORING NO. 4

Logged by: CW **Date Drilled:** 5/27/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,133' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
1–8						**ALLUVIUM**: Poorly graded gravel with silt and sand (GP-GM), light brown to light gray, fine to coarse, dry to moist, medium dense, little cobbles.	pH, Resistivity, Sulfate, Chloride, R-Value
9–10	15/ 6"	SPT				Sampler bouncing on rocks.	
11–15							
16–19	26/ 3"	SPT				Sampler bouncing on rocks, slightly moist.	
20–21	39	SPT				Dense.	
22–27							
28–30						Sandy zone.	

PROJECT NO. 1060-001-00 **GEOTECHNICS INCORPORATED** FIGURE B-4a

LOG OF EXPLORATION BORING NO. 4 (continued)

Logged by: CW **Date Drilled:** 5/27/2005

Method of Drilling: AP1000 Becker Hammer with 6⅝-inch crowd-in bit **Elevation:** 2,133' msl

DEPTH (FT)	BLOWS PER FT	DRIVE SAMPLE	BULK SAMPLE	DENSITY (PCF)	MOISTURE (%)	DESCRIPTION	LAB TESTS
31	5/6"	SPT				Sampler bouncing on rocks. **ALLUVIUM:** Poorly graded gravel with silt and sand (GP-GM), light brown to light gray, fine to coarse, dry, dense.	
32							
33							
34							
35							
36							
37							
38							
39						Silty sand (SM), olive brown, fine to medium with few coarse, moist, few gravels, dense.	Gradation
40	10/ 2"	SPT				Sampler bouncing on rocks, no sample recovery.	
41							
42							
43							
44							
45							
46							
47							
48							
49							
50							
51						Total depth: 50 feet No groundwater encountered	
52							
53							
54							
55							
56							
57							
58							
59							
60							

APPENDIX C

LABORATORY TESTING

Selected samples of soils encountered during the investigation were tested using generally accepted testing standards. The soils selected for testing are believed to be generally representative of the materials encountered during the investigation at the site; however, variations may occur in the soils at the site, and the materials tested may not be representative of the materials encountered during construction.

Laboratory testing was conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions and in the same locality. No warranty, express or implied, is made as to the correctness or serviceability of the test results or the conclusions derived from these tests. Where a specific laboratory test method has been referenced, such as ASTM or Caltrans, the reference applies only to the specified laboratory test method and not to associated referenced test method(s) or practices, and the test method referenced has been used only as a guidance document for the general performance of the test and not as a "Test Standard." A brief description of the tests performed follows:

Classification: Soils were classified visually according to the Unified Soil Classification System as established by the American Society of Civil Engineers. Visual classification was supplemented by laboratory testing of selected soil samples and classification in general accordance with the laboratory soil classification tests outlined in ASTM test method D 2487. The resultant soil classifications are shown on the boring logs in Appendix B.

Particle Size Analysis: Particle size analysis was performed on selected soil samples in general accordance with the laboratory procedures outlined in ASTM test method D 422. The grain size distribution was used to estimate presumptive soil strength parameters and foundation design criteria. The results are summarized in Figures C-1 thru C-3.

Maximum Density/Optimum Moisture: The maximum dry density and optimum moisture content of a selected soil sample were estimated in general accordance with the laboratory procedures outlined in ASTM D 1557, modified Proctor. The test results are summarized in Figure C-4.

Sulfate Content: To assess the potential for reactivity with below grade concrete, selected soil samples were evaluated for water-soluble sulfate content. The water soluble sulfate was extracted from the soil under vacuum using a 10:1 (water to dry soil) dilution ratio. The extracted solution was then tested for water soluble sulfate in general accordance with ASTM D 516. The results are presented on Figure C-4.

APPENDIX C

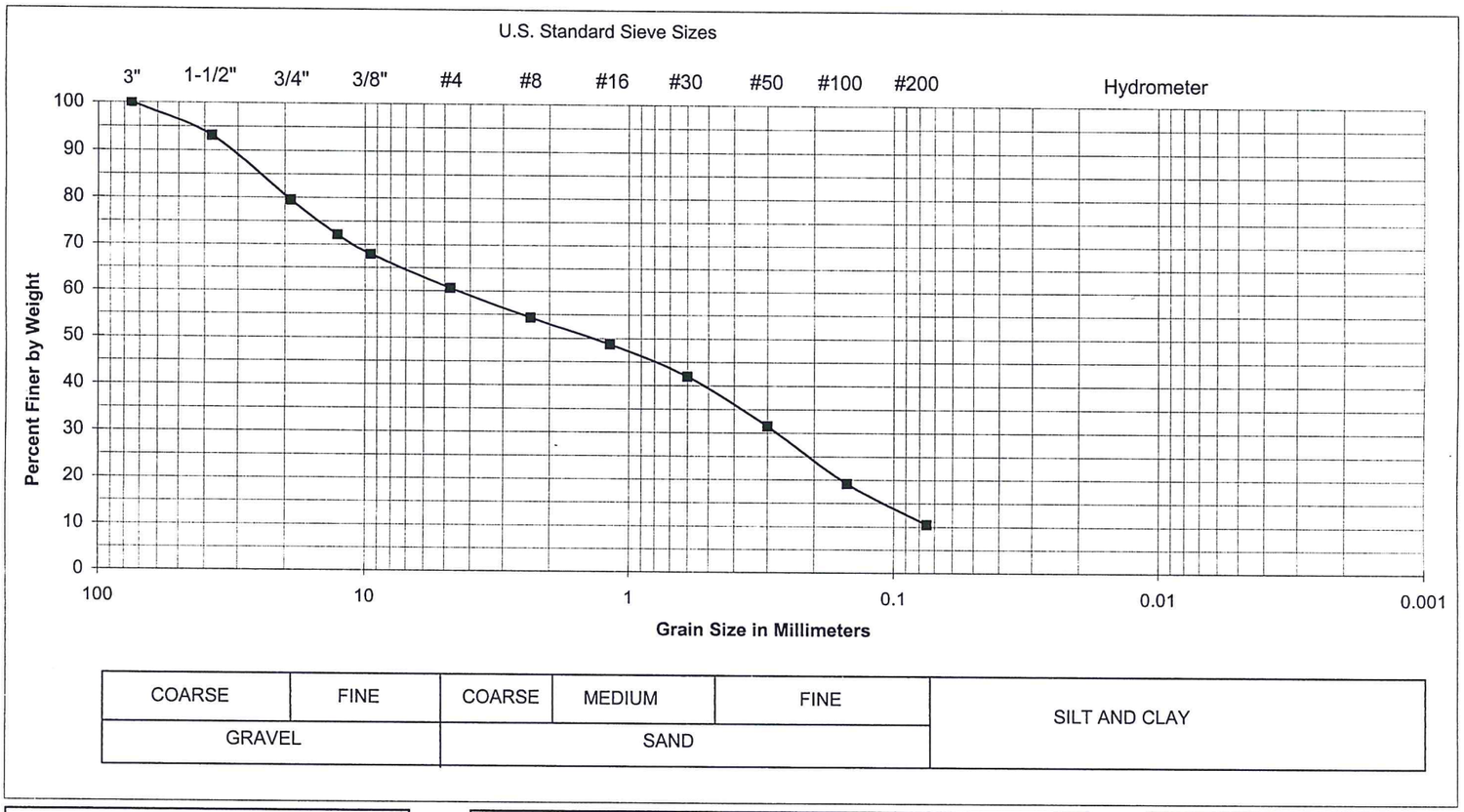
LABORATORY TESTING (Continued)

pH and Resistivity: To assess the potential for reactivity with buried metal pipe and below grade ferrous materials, selected soil samples were tested for pH and resistivity in general accordance with the procedures outlined in Caltrans test method 643. The results are shown on Figure C-4.

Chloride Content: Selected soil samples were evaluated for water-soluble chloride content in general accordance with the Standard Method for Evaluation of Waste Water Test SMEWW4500CL⁻C, which is conducted in general conformance with EPA Test Method 375.4. The results are presented on Figure C-4.

R-Value: R-value tests were performed on a selected soil sample in general accordance with the laboratory procedures outlined in ASTM D 2844. The test results are given in Figure C-5.

Direct Shear: The shear strength of a selected soil sample was assessed through direct shear testing performed in general accordance with the laboratory procedures outlined in ASTM test method D 3080. The sample was re-molded to 90 percent of the maximum dry density. The results are summarized in Figure C-5.



SAMPLE
EXPLORATION NUMBER: B-1
SAMPLE DEPTH: 0 to 5'

UNIFIED SOIL CLASSIFICATION: **SP-SM**

DESCRIPTION: Brown to gray poorly graded sand with silt and gravel

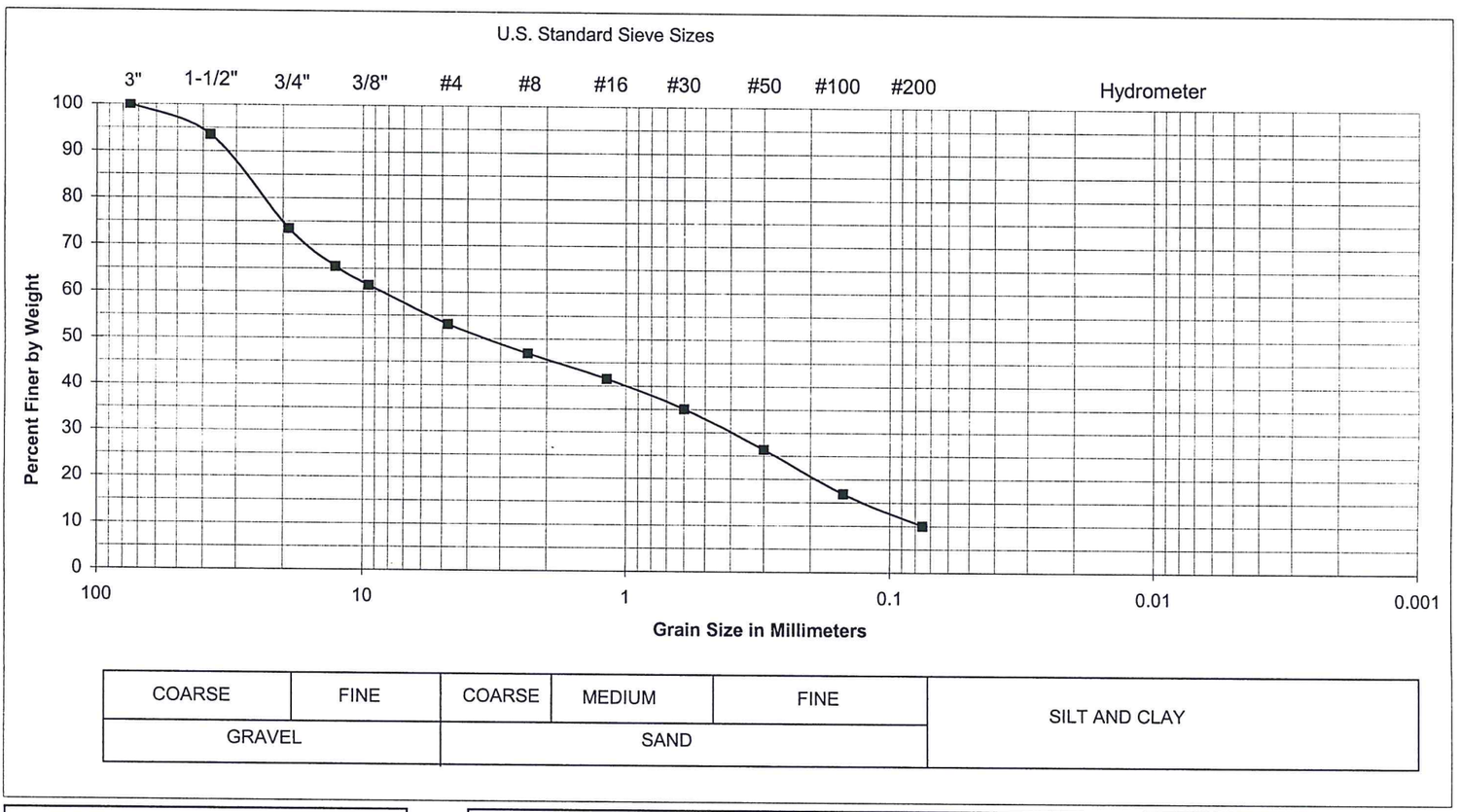
ATTERBERG LIMITS
LIQUID LIMIT: --
PLASTIC LIMIT: --
PLASTICITY INDEX: --

Geotechnics Incorporated

SOIL CLASSIFICATION

Project No. 1060-001-00
Document No. 05-0621
FIGURE C-1

rev. 3-02



SAMPLE
EXPLORATION NUMBER: B-2
SAMPLE DEPTH: 0 to 5'

UNIFIED SOIL CLASSIFICATION:	GP-GM
DESCRIPTION:	Light gray to light brown poorly graded gravel with silt and sand

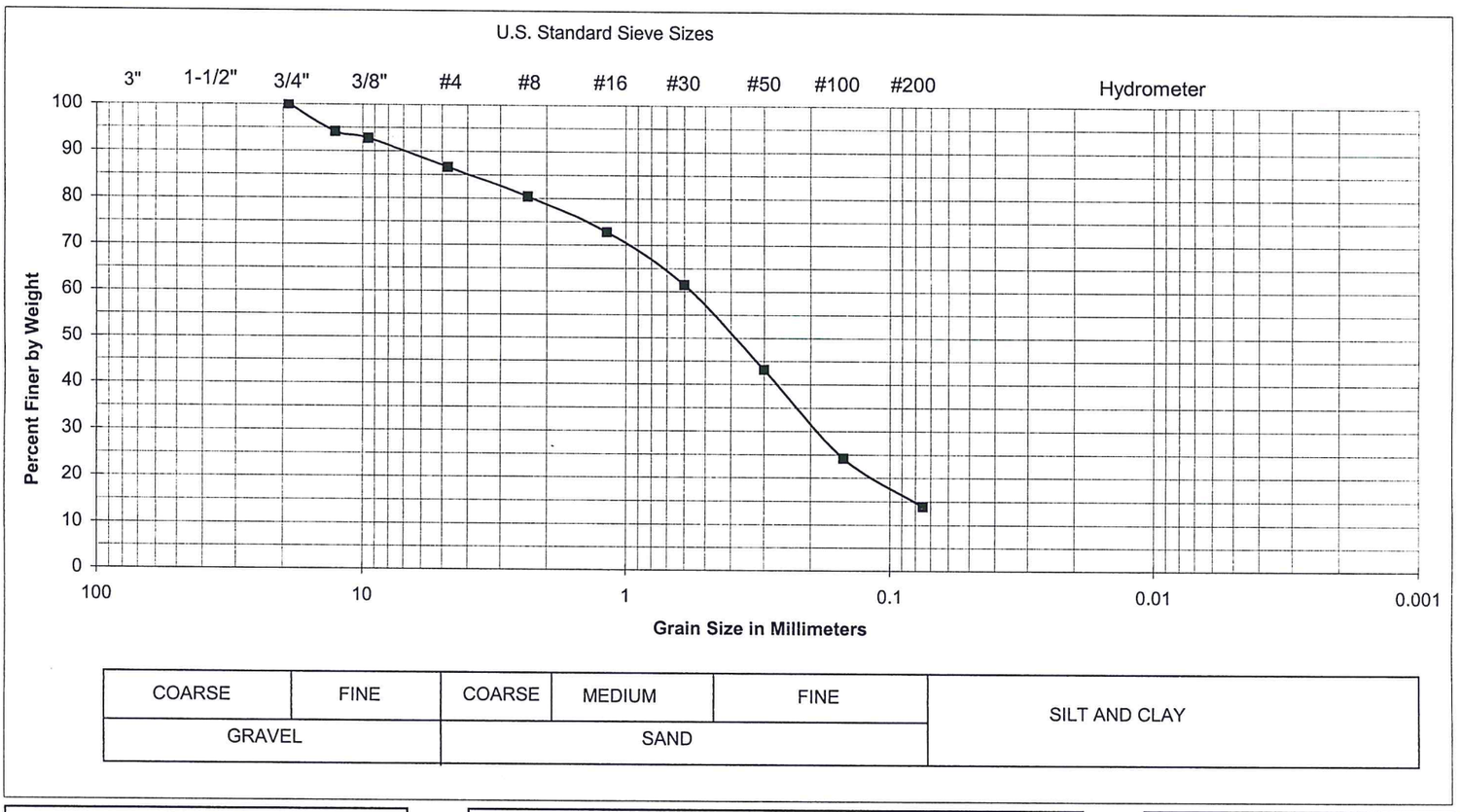
ATTERBERG LIMITS
LIQUID LIMIT: --
PLASTIC LIMIT: --
PLASTICITY INDEX: --

Geotechnics Incorporated

SOIL CLASSIFICATION

Project No. 1060-001-00
Document No. 05-0621
FIGURE C-2

rev. 3-02



SAMPLE
EXPLORATION NUMBER: B-4
SAMPLE DEPTH: 38' to 40'

UNIFIED SOIL CLASSIFICATION: **SM**

DESCRIPTION: Olive brown silty sand

ATTERBERG LIMITS
LIQUID LIMIT: --
PLASTIC LIMIT: --
PLASTICITY INDEX: --

Geotechnics Incorporated

SOIL CLASSIFICATION

Project No. 1060-001-00
Document No. 05-0621
FIGURE C-3

rev. 3-02

MAXIMUM DENSITY/OPTIMUM MOISTURE CONTENT
(ASTM D 1557)

SAMPLE NO.	SAMPLE DESCRIPTION	MAXIMUM DENSITY (PCF)	OPTIMUM MOISTURE (%)
B-3 at 5' to 9'	Gray to brown poorly graded sand with silt and gravel (SP-SM)	131	6

pH, RESISTIVITY, SULFATE AND CHLORIDE TEST RESULTS

SAMPLE NO.	WATER-SOLUBLE SULFATE CONTENT (% of Dry Soil Weight) [ASTM D 516]	PH [CALTRANS 643]	RESISTIVITY (ohm-cm) [CALTRANS 643]	WATER-SOLUBLE CHLORIDE CONTENT (% of Dry Soil Weight) [SMEWW4500CL`C]
B-1 at 0 to 5'	0.04	7.55	594	0.06
B-4 at 0 to 6'	< 0.01	8.29	14,516	< 0.01

Soil Resistivity in ohm-cm	General Degree of Corrosivity to Ferrous Metal
0 to 1,000	Very Corrosive
1,000 to 2,000	Corrosive
2,000 to 5,000	Moderately Corrosive
5,000 to 10,000	Mildly Corrosive
Greater than 10,000	Slightly Corrosive

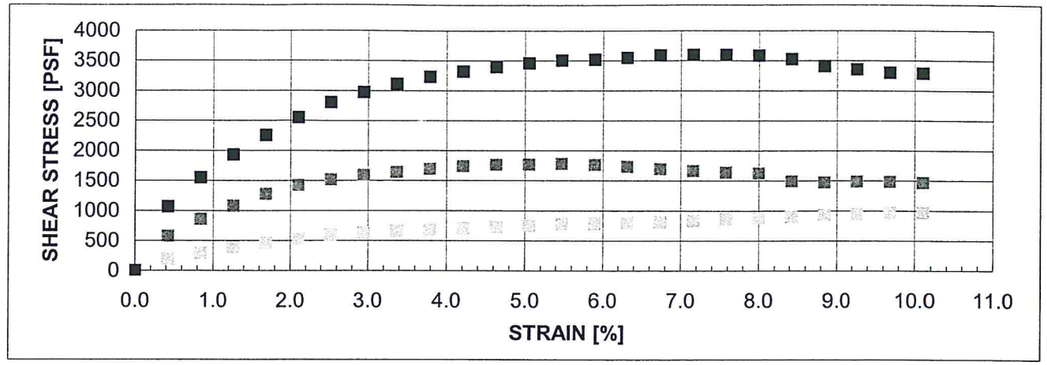
Water Soluble Chloride (Cl) Content in % of Dry Soil Weight	General Degree of Corrosivity to Metal
Over 0.15 %	Severely Corrosive
0.15 % to 0.03 %	Corrosive
0.03 % to 0.00 %	Negligible

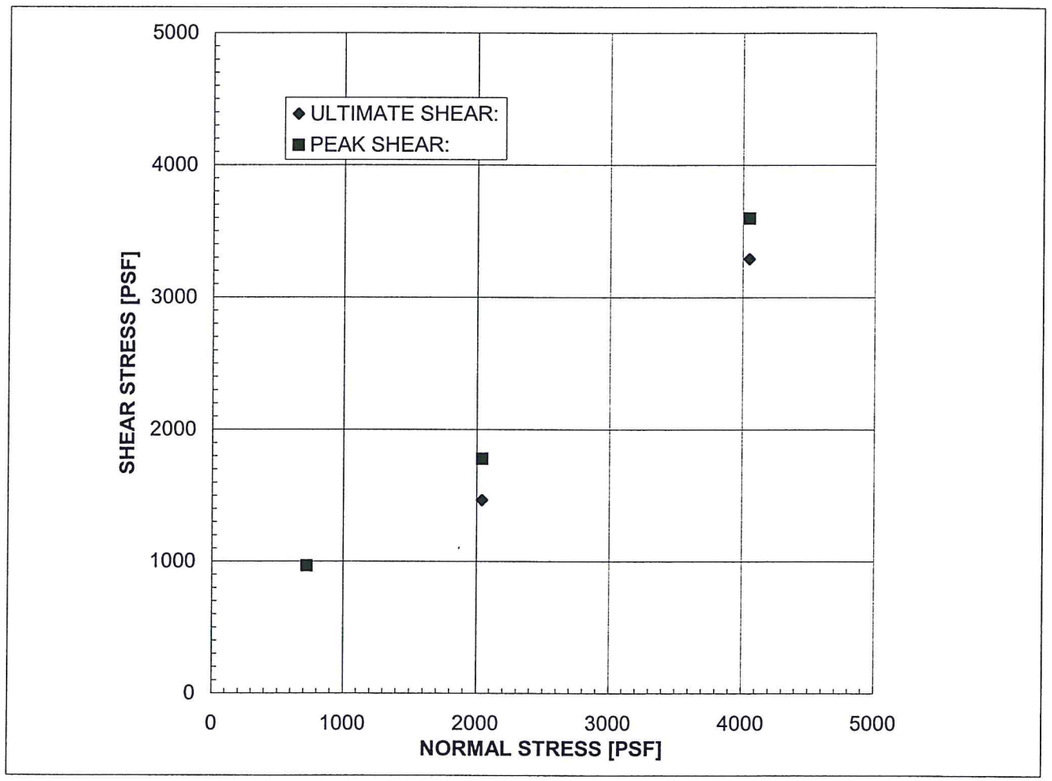
Water Soluble Sulfate (SO_4) Content in % of Dry Soil Weight	General Degree of Reactivity with Concrete
Over 2.00 %	Very Severely Reactive
2.00 % to 0.20 %	Severely Reactive
0.20 % to 0.10 %	Moderately Reactive
0.10 % to 0.00 %	Negligible

Reference: 2001 CBC, Table 19-A-4

R-VALUE TEST RESULTS
(ASTM D 2844)

SAMPLE NO.	SAMPLE DESCRIPTION	R-VALUE
B-4 at 0 to 6'	Light brown to light gray poorly graded gravel with silt and sand (GP-GM)	73





SAMPLE: B-3 at 5' to 10'

Gray to brown poorly graded sand with silt and gravel (SP-SM) {Re-molded to 90%}

STRAIN RATE: 0.0050 IN/MIN

(Sample was consolidated and drained)

	PEAK	ULTIMATE
ϕ'	38 °	32 °
C'	200 PSF	300 PSF

	IN-SITU	AS-TESTED
γ_d	118.0 PCF	118.0 PCF
w_c	5.9 %	15.2 %

Geotechnics Incorporated

DIRECT SHEAR TEST RESULTS

Project No. 1060-001-00
Document No. 05-0621
FIGURE C-6

HEI
Corporation

c 714.875.1362
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1805 Peninsula Pl.
Costa Mesa, CA 92627

www.heicorporation.com

April 25, 2017

Ms. Sue A. Smith
Vice President
Pacific Newport Properties, Inc.
17842 Mitchell North, Suite 100
Irvine, CA 92614

Re: Phase 1 Environmental Site Assessment
Undeveloped 58.3 Acre Tract of Land
North of the Banning Airport
Banning, California

Dear Ms. Smith:

Enclosed is the Environmental Site Assessment report on the undeveloped 58.3 acre tract of land to the north of the Banning Airport in the City of Banning in Riverside County, California. All of the agencies responded to our requests for information. Information obtained in the process of completing this assessment does not indicate the presence of recognized environmental conditions.

HEI Corporation appreciates this opportunity to be of service to you and to Pacific Newport Properties, Inc. If you have any questions regarding this report, don't hesitate to contact me at chayden@heicorporation.com or at 714-875-1362.

Sincerely,

Christopher M. Hayden
President

PHASE 1
ENVIRONMENTAL SITE ASSESSMENT

Undeveloped 58.3 Acre Tract of Land
North of the Banning Airport
Banning, California

April 2017

Prepared for

Ms. Sue A. Smith
Pacific Newport Properties, Inc.

Prepared by

HEI Corporation
1805 Peninsula Place
Costa Mesa, CA 92627
714-875-1362

Project 17-3444

CONTENTS

Contents (Continued)

PROFESSIONAL CERTIFICATION

This Phase 1 Environmental Site Assessment (ESA) was conducted consistent with generally accepted environmental consulting practices within the limitations included as Appendix A. The site visits and records reviews were performed by Chris Hayden, consistent with the proposal submitted to Pacific Newport Properties, Inc. (Client). The information contained in this ESA was obtained from personal inspection, from sources deemed to be reliable, and from various government agencies.

PHASE 1
ENVIRONMENTAL SITE ASSESSMENT

Undeveloped 58.3 Acre Tract of Land
North of the Banning Airport
Banning, California

Project 17-3444

I declare that, to the best of my professional knowledge and belief, I meet the definition of **Environmental Professional** (EP) as defined in 40 C.F.R. § 312.10(b).

I have the specific qualifications based on education, training and experience to assess a property of the nature, history, and setting of the Subject Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 C.F.R. § 312.10(b).

Christopher M. Hayden
Environmental Professional

1 SUMMARY

This ESA was performed on the three parcels of land, which total approximately 58.3 acre and are located to the north of the Banning Airport in the City of Banning, California (hereinafter collectively referred to as the "Subject Property").

After inspecting the Subject Property; reviewing its past uses; observing surrounding properties; searching through the Federal Environmental Protection Agency, State of California, Riverside County, City of Banning records and reviewing previously conducted Phase 1 Environmental Site Assessments, it can be concluded that there is no evidence of recognized environmental conditions", as defined by the ASTM, in connection with the Subject Property. No further action is required at this time.

2 INTRODUCTION

2.1 Purpose

The purpose of this Environmental Site Assessment is to identify "recognized environmental conditions" in connection with the Subject Property. The ASTM Standard Practice for Environmental Site Assessments E 1527-13 defines "recognized environmental condition" as "the presence or likely presence of any hazardous substances or petroleum products in, on or at a property: (1) due to any release to the environmental; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

2.2 Scope of Work

As agreed to between HEI Corporation and Pacific Newport Properties, Inc., the scope of work for this ESA included the following:

- Site Inspection
- Surrounding Property Observation
- Interviews With Individuals Having Knowledge of the Operations on the Subject Property
- Inspection of City or County Building Permits
- Inspection of County Health Care Agency Files
- State and Federal Regulatory Agency Database Search For Posted Properties Within An ASTM Designated Radius of the Subject Property
- Inspection of City or County Fire Department Records
- Search for Records of Permits for Underground or Aboveground Storage Tanks
- Inspection of Owner/Operator's Books and Records
- Evaluate the Likelihood of Vapor Encroachment Onto the Subject Property or Vapor Intrusion Into Structures on the Subject Property

- Inspection of Historical Aerial Photographs, Sanborn Map Company Maps and/or Archive Cross Directories

- Preparation and Presentation of One pdf Report

2.3 Limitations and Exceptions of Assessments

This ESA is based upon the information available from a variety of sources and on the inspection of the Subject Property. The ESA was performed in accordance with industry standards and using appropriate methods. It is intended to allow a party to make an informed decision regarding the Subject Property.

HEI Corporation is not responsible or liable for the accuracy of the information provided by others. This ESA is not a guaranty that there is no subsurface contamination, nor can it be warranted that those areas of environmental concern herein noted are the only areas of potential contamination at the Subject Property.

There was no sampling or testing for the possible presence or absence of, nor is any statement made in this ESA regarding the possible presence or absence of any of the following:

1) Asbestos Containing Materials

2) Radon

3) Lead Based Paints

4) Lead in the Drinking Water

2.4 Limiting Conditions

There were no limiting conditions with regard to the ability of HEI Corporation to conduct the property inspection portion of this ESA. Access was made available to all parts of the Subject Property.

2.5 Previous Environmental Site Assessments/Investigations

A Phase 1 Environmental Site Assessment, November 15, 2004, was prepared by HEI Corporation for Mr. Brandon Hughes (2004 HEI ESA). The 2004 HEI ESA concluded that "...there is no evidence of 'recognized environmental conditions', as defined by the ASTM, in connection with the Subject Property. No further action is required at this time."

A Phase 1 Environmental Site Assessment Update, dated in April 2006, was prepared by Hayden Environmental for Messenger Investment Company (2006 HEI ESA-U). The 2006 HEI ESA-U

concluded that "...there is no evidence of 'recognized environmental conditions', as defined by the ASTM, in connection with the Subject Property. No further action is required at this time."

2.6 Data Gaps

Data gaps occur in this report in two (2) areas. In the past uses of the Subject Property, the earliest aerial photographs obtained for this report was taken in 1967. Also in the past uses section, there is a gap of twenty-four (24) years in the aerial photographs obtained, from 1972 to 1996. These were the aerial photographs readily available from NETR Online. These data gaps do not impair the ability of HEI Corporation to form an opinion or arrive at a conclusion as to the environmental condition of the Subject Property.

3 SUBJECT PROPERTY DESCRIPTION AND USE HISTORY

3.1 Site and Improvement Description

The Subject Property consists of three parcels of land which total approximately 2,560,893 square feet (58.79 acres). It is located adjoining and to the north of the Banning Airport. Southern Pacific Railroad tracks are adjoining to the north, with Interstate 10 (the Christopher Columbus Transcontinental Highway) further to the north. The eastern terminus of John Street is to the west. The eastern terminus of Lincoln Street is to the southwest. Hargrave Street is to the west and Ramsey Street is to the northwest. No addresses have been assigned to the Subject Property. It appears that the Subject Property is currently located within the Banning city limits. The assessor's parcel numbers are 532-130-001 (20.63 acres), 532-130-002 (20.0 acres) and 532-110-006 (18.16 acres).

The topography for the Subject Property is mostly flat, as is this portion of the San Gorgonio Pass. The elevation is approximately 2,150 feet above sea level. The Santa Jacinto Mountains are to the south, and San Gorgonio Mountain is to the northeast. An unnamed creek crosses the southern portion of the Subject Property, two other small creeks cross the parcels and Smith Creek is to the south. The San Gorgonio River is to the northeast. Information regarding groundwater was sought on the GeoTracker database. A Case Closure Summary, dated January 26, 1995, was found for a leaking underground storage tank (LUST) site 0.47 miles to the northwest at 2033 East Ramsey Street. This summary stated that groundwater was estimated to be more than 200 feet below ground surface (bgs). The direction of groundwater flow was said to be to the southwest in this summary. A second Case Closure Summary, dated January 5, 1998, for a LUST site 1.25 miles to the west-northwest, at 775 East Ramsey Street. This summary stated that groundwater was 400 feet bgs, and the direction of groundwater flow was shown to be to the south-southeast in this summary.

Structure There are no structures on the Subject Property.

Parking and Landscaping There are no parking surfaces on Subject Property. There is no formal landscaping on the site. Vegetation consists of trees, shrubs, cacti and weedy groundcover. The plants are in good condition and no signs of stressed vegetation were observed. No stained soil was observed on the Subject Property.

Utilities The utility service to the properties in the area of the Subject Property is provided by a variety of vendors. Gas is provided by Southern California Gas Corp.; electricity, water and sewage treatment by the City of Banning; and trash removal by private vendors such as Waste Management.

3.2 Subject Property Use History

The Subject Property is currently an undeveloped 58.3 acre parcel of land. No evidence of recent activity was observed.

3.2.1 Past Site Uses

Past uses for the Subject Property were determined by examining aerial photographs dating back to 1967 as obtained from NETR Online. No aerial photographs taken prior to 1967 were available from NETR Online. Because the Subject Property has not been assigned an address, there was no permit file at the Building and Safety Division of the City of Banning Community Development Department. For the same reason, archive city directories were not researched. No Sanborn Map Company maps were found for the area of the Subject Property on the City of Los Angeles Public Library's online database.

The aerial photographs from 1967 to 2012 showed no structures or evidence of activity on the Subject Property. The 2005 aerial photograph showed what appeared to be more or less rectangular foot paths on the Subject Property.

3.3 Adjoining Properties - Use History

A number of properties adjoin the Subject Property. The current uses are as follows:

North Adjoining to the north are Southern Pacific Railroad tracks, and, north of the tracks, is Interstate 10.

East Adjoining to the east is a large tract of undeveloped land.

South and West Adjoining to the south and west is the Banning Airport. A large above ground storage tank was observed in the southern portion of the airport property.

Nothing was observed on any of these properties that appeared to be of environmental concern to the Subject Property.

3.3.1 Adjoining Properties - Past Uses

Prior uses for the properties discussed above were determined by viewing aerial photograph dating back to 1967 as obtained from NETR Online and from the Cabazon, California USGS Topographic Map. The aerial photographs and the USGS Map are discussed in Section 3.4 below.

3.4 Aerial Photograph and USGS Map Analysis

Historic aerial photographs were examined in order to determine what may have existed on a site prior to the construction of the existing buildings. Aerial photographs for the Subject Property were obtained from NETR Online. The aerial photographs showed the following:

- An aerial photograph taken in **1967** showed the Subject Property and the adjoining property to the east to be undeveloped, with no evidence of activity observed. A creek was shown along the southern side of the Subject Property. Adjoining to the north were railroad tracks, with Interstate 10 shown to the north of the tracks. Adjoining to the south and west was the Banning Airport. Structures associated with the airport and industrial buildings were shown to the southwest. What appeared to be a sewage treatment plant was shown to the south-southwest. What may have been a quarry was shown to the south. Commercial, retail and residential properties were shown to the west, along and to the north of Ramsey Street. A copy of this aerial photograph can be seen as Figure C-1 in Appendix C.

- An aerial photograph taken in **1972** showed the Subject Property and the adjoining property to the east to be undeveloped, with no evidence of activity observed. A creek was shown along the southern side of the Subject Property. Adjoining to the north were railroad tracks, with Interstate 10 shown to the north of the tracks. Adjoining to the south and west was the Banning Airport. A newer facility was shown to the northwest. Structures associated with the airport and industrial buildings were shown to the southwest. What appeared to be a sewage treatment plant was shown to the south-southwest. No evidence of recent activity was observed on what may have been a quarry to the south. Commercial, retail and residential properties were shown to the west, along and to the north of Ramsey Street. A copy of this aerial photograph can be seen as Figure C-2 in Appendix C.

- An aerial photograph taken in **1996** showed the Subject Property and the adjoining property to the east to be undeveloped, with no evidence of activity observed. A creek was shown along the southern side of the Subject Property. Adjoining to the north were railroad tracks, with Interstate 10 shown to the north of the tracks. Adjoining to the south and west was the Banning Airport. A facility was shown to the northwest that appeared to be a maintenance yard. Further to the northwest was what appeared to be a building materials operation. Structures associated with the airport and industrial buildings were shown to the southwest. What appeared to be a sewage treatment plant was shown to the south-southwest. No evidence of recent activity was observed on what may have been a quarry to the south. Commercial, retail and residential properties were shown to the west, along and to the north of Ramsey Street. A large quarry operation was observed to the northwest. A copy of this aerial photograph can be seen as Figure C-3 in Appendix C.

- An aerial photograph taken in **2005** showed the Subject Property and the adjoining property to the east to be undeveloped, however, what appeared to be more or less rectangular foot paths were observed on the Subject Property. A creek was shown along the southern side of the Subject Property. Adjoining to the north were railroad tracks, with Interstate 10 shown to the

north of the tracks. Adjoining to the south and west was the Banning Airport. A facility was shown to the northwest that appeared to be a maintenance yard. Further to the northwest was what appeared to be a building materials operation. The CalTrans weight station to the northeast was shown to have added a large parking lot. Structures associated with the airport and industrial buildings were shown to the southwest. What appeared to be a sewage treatment plant was shown to the south-southwest. No evidence of recent activity was observed on what may have been a quarry to the south. Commercial, retail and residential properties were shown to the west, along and to the north of Ramsey Street. A large quarry operation was observed to the northwest. A copy of this aerial photograph can be seen as Figure C-4 in Appendix C.

- An aerial photograph taken in **2012** showed the Subject Property and the adjoining property to the east to be undeveloped, with no evidence of activity observed. A creek was shown along the southern side of the Subject Property. Adjoining to the north were railroad tracks, with Interstate 10 shown to the north of the tracks. Adjoining to the south and west was the Banning Airport. A facility was shown to the northwest that appeared to be a maintenance yard. Further to the northwest was what appeared to be graded pads, a large graded parcel of land and a building materials operation. The CalTrans weight station was shown to the northeast. Structures associated with the airport and industrial buildings were shown to the southwest. What appeared to be a sewage treatment plant was shown to the south-southwest. Evidence of recent activity, possibly landfill activity, was observed on the former quarry to the south. Commercial, retail and residential properties were shown to the west, along and to the north of Ramsey Street. A large quarry operation was observed to the northwest. A copy of this aerial photograph can be seen as Figure C-5 in Appendix C.

USGS Map Analysis The 7.5 Minute Series United States Geological Survey Topographic Map for the area of the Subject Property is named the Cabazon, California map. The map, which was laid out in 1956, showed no structures or evidence of activity on the Subject Property or in the area to the east. Railroad tracks were shown adjoining to the north. The adjoining properties to the south and west were shown to be the Banning Airport, including an item labeled "Radio Far Beacon". Structures were shown to the west, along Ramsey Street, that appeared to be commercial or retail in use. Smaller structures, indicative of residences, were shown to the northwest. Smith Creek was shown to the southeast and the San Gorgonio River was shown to the northeast. The map showed mush of the surrounding land to be part of the Morongo Indian Reservation The map was photorevised (updated based on a review of aerial photographs) in 1987. The revised map showed that Interstate 10 had been built to the north (newer roads and building are shown in a purple tint on the revised map). Newer structures that were associated with the airport were shown to the west and southwest. A newer facility was shown to the northwest. Newer structures that appeared to be industrial in use was shown to the southwest. A newer facility labeled "Sewage Disposal" was shown to the south. An area to the east of the sewage disposal plant was labeled "Pit", and it may have been an abandoned quarry. A portion of the Cabazon USGS Map is reproduced as Figure B-1 in Appendix B.

4 RECORDS SEARCH

4.1 Regulatory Agencies Database Search

The following Federal, State of California, tribal and local government agency databases and sources were searched for postings within designated radii of the Subject Property:

FEDERAL SOURCES

- National Priority List (NPL) Within 1.0 Mile
- Delisted National Priority List (DELISTED NPL) Within 1.0 Mile
- Proposed National Priority List (PROPOSED NPL) Within 1.0 Mile
- Superfund Enterprise Management System (SEMS) Within 0.50 Miles
- CERCLIS No Further Remedial Action Planned (SEMS Archive) Within 0.50 Miles
- RCRA Corrective Action (CORRACTS) Within 1.0 Mile
- RCRA Treatment Storage and Disposal Facilities (RCRA-TSDF) Within 0.50 Miles
- RCRA Hazardous Waste Generator (RCRA-SQG) Within 0.25 Miles
- Federal EPA Institutional Controls/Engineering Controls (FEDERAL IC/FEDERAL EC) Within 0.50 Miles
- Emergency Response Notification System for Spills (ERNS) Within 0.25 Miles

STATE OF CALIFORNIA AND LOCAL GOVERERNMENT SOURCES

- State NPL (Response) Within 1.0 Mile
- California Department of Toxic Substances Control (EnviroStor) Within 0.50 Mile
- California/Tribal Landfills and/or Solid Waste (SWF/LF) Within 0.50 Miles
- California/Tribal Leaking Underground Storage Tanks (LUST) Within 0.50 Miles

- California/Tribal Spills, Leaks, Investigations and Cleanups (SLIC) Within 0.50 Miles
- California/Tribal Hazardous Substance Storage Containers (UST/AST) Within 0.25 Miles
- California/Tribal EPA Voluntary Cleanup Program (VCP) Within 0.50 Miles
- Local Landfill and Solid Waste Disposal Sites (WMUDS/SWAT) Within 0.50 Miles
- Local Underground Storage Tanks (UST, SWEEPS) Within 0.25 Miles
- California Hazardous Waste Information System (HAZNET) Within 0.50 Miles
- Environmental Liens (LIENS) for Subject Property Only
- Deed Restricted Sites (DEED) Within 0.50 Mile

The environmental database report is included in Appendix D.

SUBJECT PROPERTY The Subject Property is not posted onto databases.

ADJOINING PROPERTIES One of the adjoining properties is posted onto databases.

- The adjoining properties to the south and west, at 200 South Hathaway Street, is posted onto EnviroStor list. The occupant is shown to be Banning Municipal Airport. The EnviroStor posting states that the airport is a Formally Used Defense Site (FUDS). The Status is given as "Inactive - Needs Evaluation". A review of this site on the online EnviroStor database showed that the airport was never acquired by the military, and that the airport was built by private citizens in 1927 on 68 acres of land. The U.S. Army did conduct a training program at the airport in 1943, during World War II, specifically, on how to build an airport in Italy. The result was a lengthened and oiled landing strip. In that the EnviroStor posting does not indicate that any soil or groundwater impacts occurred, it is unlikely that the activities in 1943 would have affected the environmental condition of the Subject Property. A copy of the Defense Environmental Restoration Program Finding of Fact for Banning Airport can be seen in Appendix E.

NEARBY PROPERTIES No sites within 0.125 miles of the Subject Property are posted onto databases.

OTHER PROPERTIES The Subject Property is located in an undeveloped area, with industrial properties located to the west and southwest.

- A site 0.50 miles to the west, at 2033 East Ramsey Street, is posted onto LUST and SWF/LF lists. The occupant is shown to be California Department of Transportation Banning Maintenance Station. The LUST posting states that only the soil was affected by an unauthorized release of waste oil. The Status is given as "Completed - Case Closed" as of August 30, 1995. The SWF/LF

posting states that this is a limited volume transfer station which handles dead animals; inert, landscape and metal debris; mixed municipal trash; and used tires. In that the LUST case has been closed, and given that this a transfer station and not a disposal facility, it is unlikely that the unauthorized release or activities on this site would have affected the environmental condition of the Subject Property.

- A site 0.65 miles to the south-southeast, to the east of the sewage treatment plant, is posted onto EnviroStor list. The facility is said to have been the Banning Rifle Range. The EnviroStor posting states that the soil on this site had been impacted by explosives, lead, munitions debris and perchlorate. The Status is given as "Inactive - Action Required". In that only the soil was affected, it is unlikely that the activities on this site would have affected the environmental condition of the Subject Property.

- A site 0.84 miles to the southwest, at 700 South Hathaway Street, is posted onto EnviroStor list. The occupant is shown to be Tyco Electronics Corporation. The EnviroStor posting states that this site had been impacted by tetrachloroethylene (PCE), trichloroethylene (TCE) and cadmium compounds. The Status is given (on the online EnviroStor database) as "Certified O&M - Land Use Restrictions Only" as of March 15, 2017. In that it has been certified, it is unlikely that the impacts on this site would have affected the environmental condition of the Subject Property.

- A site 0.99 miles to the southwest, at 1284 East Lincoln Street, is posted onto EnviroStor list. The occupant is shown to be Perfection Plating. The EnviroStor posting states that this site had been impacted by PCE, TCE and chromium compounds. The Status is given as "Refer: 1248 Local Agency", in this case, the Riverside County Department of Environmental Health. A review of this site on the online EnviroStor database showed that the RCDEH and Perfection Plating entered into a voluntary cleanup agreement in 2004. In that it is not proximal, it is unlikely that the impacts on this site would have affected the environmental condition of the Subject Property.

There is no indication that any of the posted sites are of environmental concern to the Subject Property. There is no known regional groundwater impact in the area.

4.1.2 State of California Department of Oil, Gas and Geothermal Resources

The State of California Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR) maintains maps that show the exact location of oil wells located in the state. The DOGGR Well Finder online mapping service was searched for oil wells in the immediate area of the Subject Property. No oil wells were shown to be located on, near, or within one mile of the Subject Property.

4.1.3 California State Department of Toxic Substance Control (DTSC)

The State of California Department of Toxic Substance Control (DTSC) is the agency that tracks sites on which there have been placed deed restrictions and land use restrictions. The DTSC web site for deed restricted sites and for land use restriction sites was searched. Neither the Subject Property nor any of the adjoining properties were included on these lists.

4.2 Regional Sources

4.2.1 Regional Water Quality Control Board

The California Regional Water Quality Control Board, San Diego Region (SDRWQCB) maintains a list of sites with leaking underground storage tanks (LUST) and the spills and leaks investigations and cleanups (SLIC) list. The GeoTracker database was searched, and the Subject Property was not included on the LUST or the SLIC lists.

4.3 County Sources

4.3.1 Riverside County Department of Environmental Health

The Riverside County Department of Environmental Health (RCDEH) is the agency responsible for supervising the remediation of sites impacted by hazardous materials or hazardous wastes; for permitting and inspecting USTs; and for inspecting facilities that use and store hazardous materials and generate hazardous waste. Because there are no addresses, and because the aerial photos showed no evidence of activity on the site, no request to review the files for the Subject Property was submitted.

4.3.2 Riverside County Waste Resources Management District

The Waste Resources Management District (WRMD) deals with solid waste management in the County of Riverside. The WRMD compiled a map of inactive landfills in the county. The map shows no inactive landfills to be within one mile of the Subject Property. One active landfill, named the Lamb Canyon Sanitary Landfill, was shown to be more than one mile to the southwest.

4.3.2 Riverside County Transportation and Land Management Agency

The Transportation and Land Management Agency (TLMA) deals with land development in the County of Riverside. The three parcel numbers which comprise the Subject Property were entered into the TLMA online search engine. The search result for parcel number 532-130-001 was Map 32335. This map was not found on the TLMA website. No permits were found to have been issued to any of the parcels.

4.4 Municipal Sources

4.4.1 City of Banning Building & Safety Department

The City of Banning Building & Safety Department is the repository for all building permits taken out in the city. Its files are examined as part of an ESA to determine the age of buildings and to obtain additional information of environmental significance. There is no permit file for the Subject Property.

5 SUBJECT PROPERTY INSPECTION

The Subject Property was inspected on April 18, 2017 by Chris Hayden, EP. The purpose of the site visits were to seek out and to report on visible environmental concerns, or to note use and storage of hazardous materials which could effect the environment condition of the Subject Property.

5.1 Use and Storage of Hazardous Materials

The Subject Property consists of an undeveloped 58.3 acre parcel of land. No evidence of recent activity was observed, as can be seen in Photographs 1 - 5 in Appendix C. The route of the public street was also assessed. As can be seen in Photograph 6, no evidence of recent activity was observed along the proposed route of the public street. The fire access route is within the airport property, and could not be directly examined, however, no evidence of activity was observed along the route. Markers were observed along the eastern side of the Subject Property which indicated that a gas pipeline was located in this area. Additional pipeline markers were observed in the railroad right-of-way to the north of the Subject Property.

5.2 Indications of PCBs

There is no indication that polychlorinated biphenyls (PCBs) were used or stored at the Subject Property. There are no transformers on the site. Transformers in the area would be the property of the City of Banning.

5.3 Indications of Solid Waste Disposal

Solid wastes are not currently generated on the Subject Property. Those generated in the area are placed into containers that are provided and serviced by Waste Management.

5.4 Indications of Hazardous Waste Disposal

Hazardous wastes are not currently generated on the Subject Property. There is no documentation to indicate that hazardous wastes were generated on the site in the past.

5.5 Indications of Asbestos Containing Materials

There are no structures on the Subject Property.

5.6 Indications of Vapor Intrusion/Vapor Encroachment

Impacted soil or groundwater on a site may result in vapor intrusion; and impacted groundwater migrating towards a site may result in vapor encroachment. There is no indication that the soil on the Subject Property has been impacted. There are no LUST cases within 0.25 miles of the Subject Property. Therefore, it is unlikely that vapor intrusion or vapor encroachment would be of concern for the Subject Property.

6 INTERVIEW

An important part of any Phase 1 is interviews with individuals having knowledge of the facilities and the operations at the property being assessed. For this ESA, there are no operations or structures on the Subject Property. James Thompson, Public Works Inspector with the City of Banning provided access to the Subject Property and gave some indication of the boundaries of the parcels.

7 FINDINGS, OPINIONS AND CONCLUSIONS

Prior to arriving at these conclusions, the following tasks were completed:

- The Subject Property was inspected.
- The surrounding properties were observed.
- Aerial photographs dating back to 1967 were examined.
- Information was requested from various governmental and regulatory agencies for environmental information pertaining to the Subject Property.
- The databases from local, tribal, state and federal regulatory agencies were examined.

Findings included the following:

- The aerial photographs from 1967 to 2012 showed the Subject Property to be undeveloped, with no evidence of activity observed.
- The 2005 aerial photograph showed rectangular foot paths on the Subject Property.
- The Subject Property is not posted onto any of the environmental databases searched in Section 4.1.
- No use or storage of hazardous materials were observed on the Subject Property on the day of the inspection.

The Environmental Site Assessment on the 58.3 acres of land located to the north of the Banning Airport in the area of Banning in Riverside County, was performed in conformance with the scope and limitations of ASTM Standard Practice E 1527-13. In the opinion of HEI Corporation, this assessment has revealed no evidence of "recognized environmental conditions", as defined by the ASTM, in connection with the Subject Property. Therefore, it can be concluded that no further action is required at this time.

APPENDIX A

LIMITATIONS

LIMITATIONS

The services described in this report were performed consistent with generally accepted consulting principles and practices. No other warranty, expressed or implied, is made. These services were performed consistent with our agreement with the Client. This report is solely for the use and information of the Client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

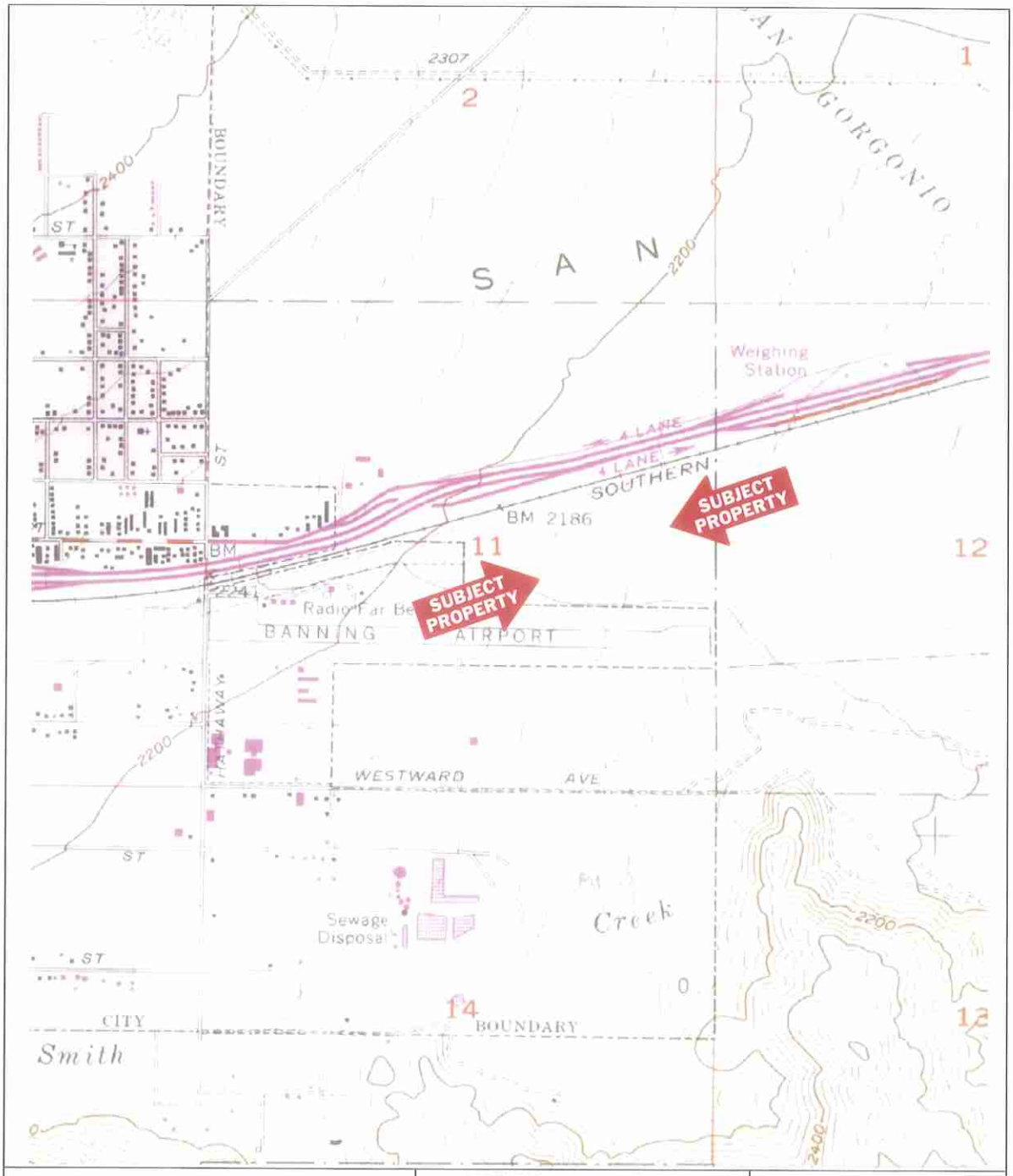
Opinions and recommendations contained in this report apply to conditions existing when services were performed and are intended only for the Client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to the performance of services. We do not warrant the accuracy of information supplied by others.

The purpose of an environmental assessment is to reasonable evaluate the potential for or actual impact of past and current practices on the Subject Property. In performing an environmental assessment, it is understood that a balance must be struck between a reasonable inquiry into the environmental issues and an exhaustive analysis of each conceivable issue of potential concern. The following paragraph discuss the assumptions and parameters under which such an opinion is rendered.

No investigation is thorough enough to exclude the presence of hazardous materials at a given site. If hazardous conditions have not been identified during the assessment, such a finding should not therefore be construed as a guarantee of the absence of such materials on the site, but rather as the services performed within the scope, limitations, and cost of the work performed. Environmental conditions may exist on the Subject Property that cannot be identified by visual observation.

APPENDIX B

USGS MAP / ASSESSOR'S PARCEL MAPS



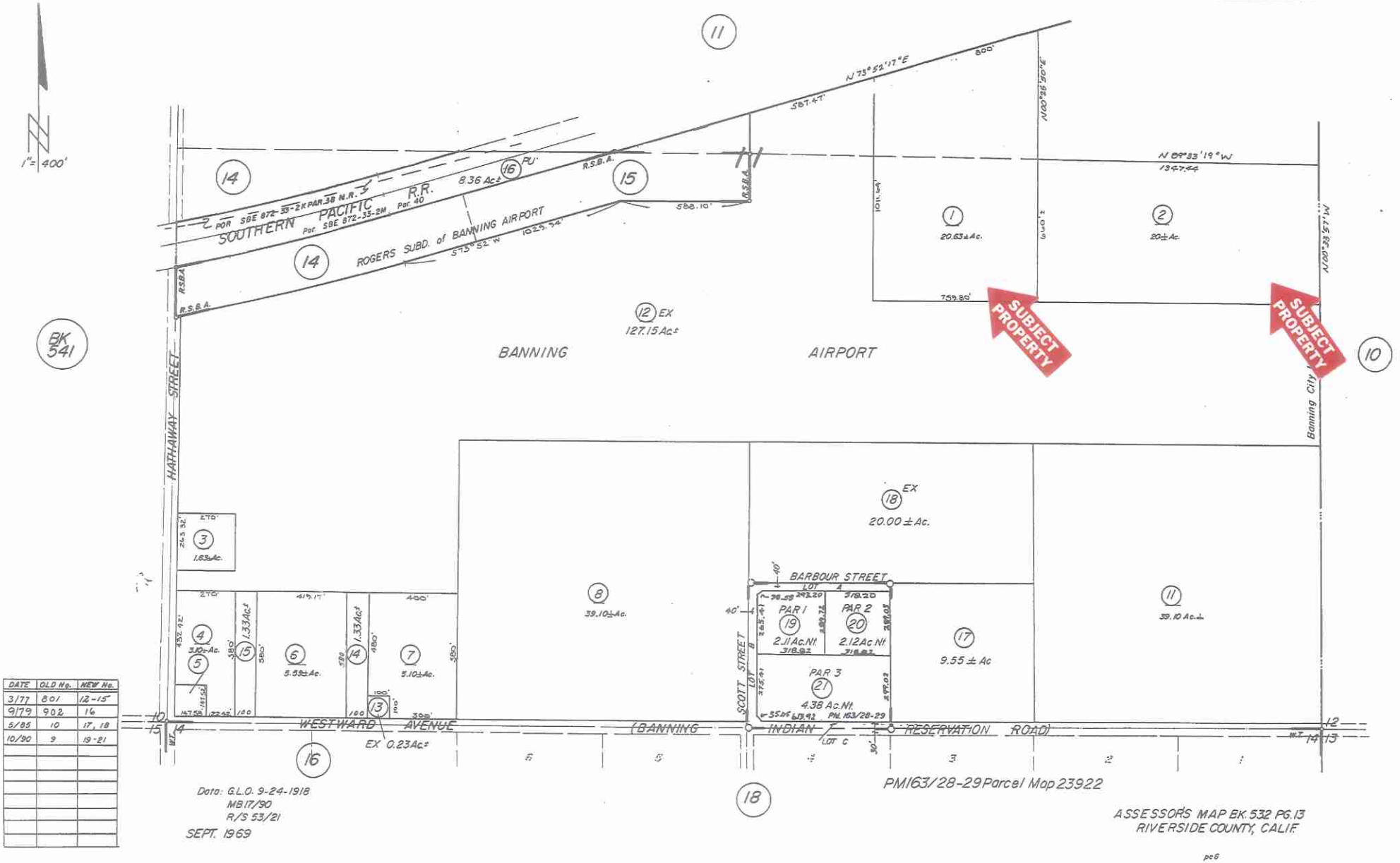
Hayden Environmental	USGS 7.5 Minute Topographic Map Subject Property: Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: B-1

532-13
24-27-1

T.C.A. 104

S1/2 SEC. 11 T.3 S., R.1E.

THIS MAP IS FOR ASSESSMENT PURPOSES ONLY.



DATE	OLD No.	NEW No.
3/77	801	12-15
9/79	902	16
5/85	10	17, 18
10/90	9	19-21

Data: G.L.O. 9-24-1918
MB 17/90
R/S 53/21
SEPT. 1969

PM 163/28-29 Parcel Map 23922

ASSESSOR'S MAP BK. 532 PG. 13
RIVERSIDE COUNTY, CALIF.

pc6

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

NOV 22 2010

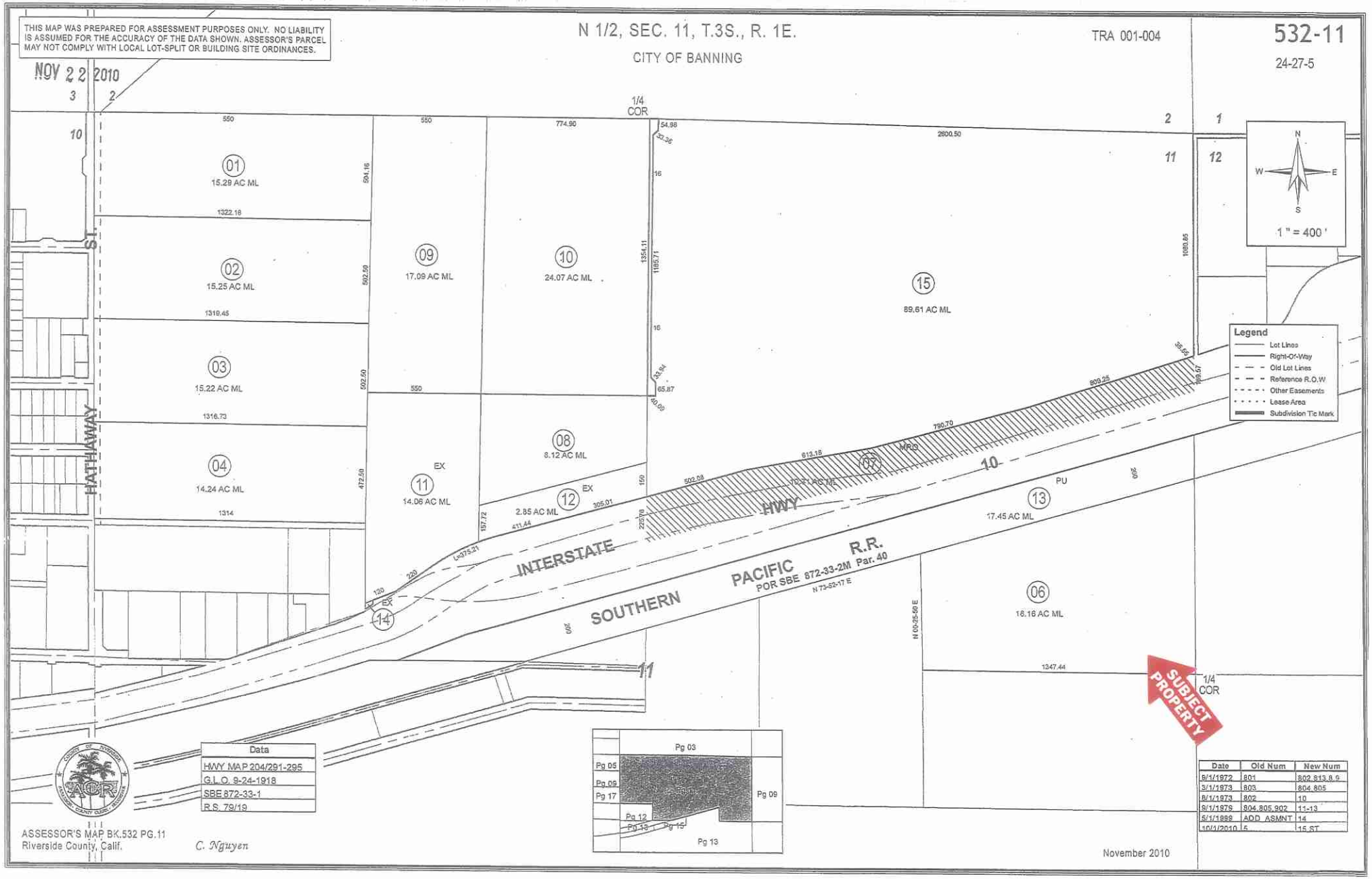
N 1/2, SEC. 11, T.3S., R. 1E.

CITY OF BANNING

TRA 001-004

532-11

24-27-5



Data
HWY MAP 204/291-295
G.L.O. 9-24-1918
SBE 872-33-1
R.S. 79/19

Date	Old Num	New Num
9/1/1972	801	802,813,8,9
3/1/1973	803	804,805
8/1/1973	802	10
9/1/1979	804,805,902	11-13
5/1/1989	ADD ASMNT	14
10/1/2010	5	15 ST

ASSESSOR'S MAP BK.532 PG.11
Riverside County, Calif.

C. Nguyen

November 2010

APPENDIX C

SUBJECT PROPERTY PHOTOGRAPHS
1967, 1972, 1996, 2005, 2012 AERIAL PHOTOGRAPHS

PHOTOGRAPHS

1. View of the Subject Property Looking Southeast

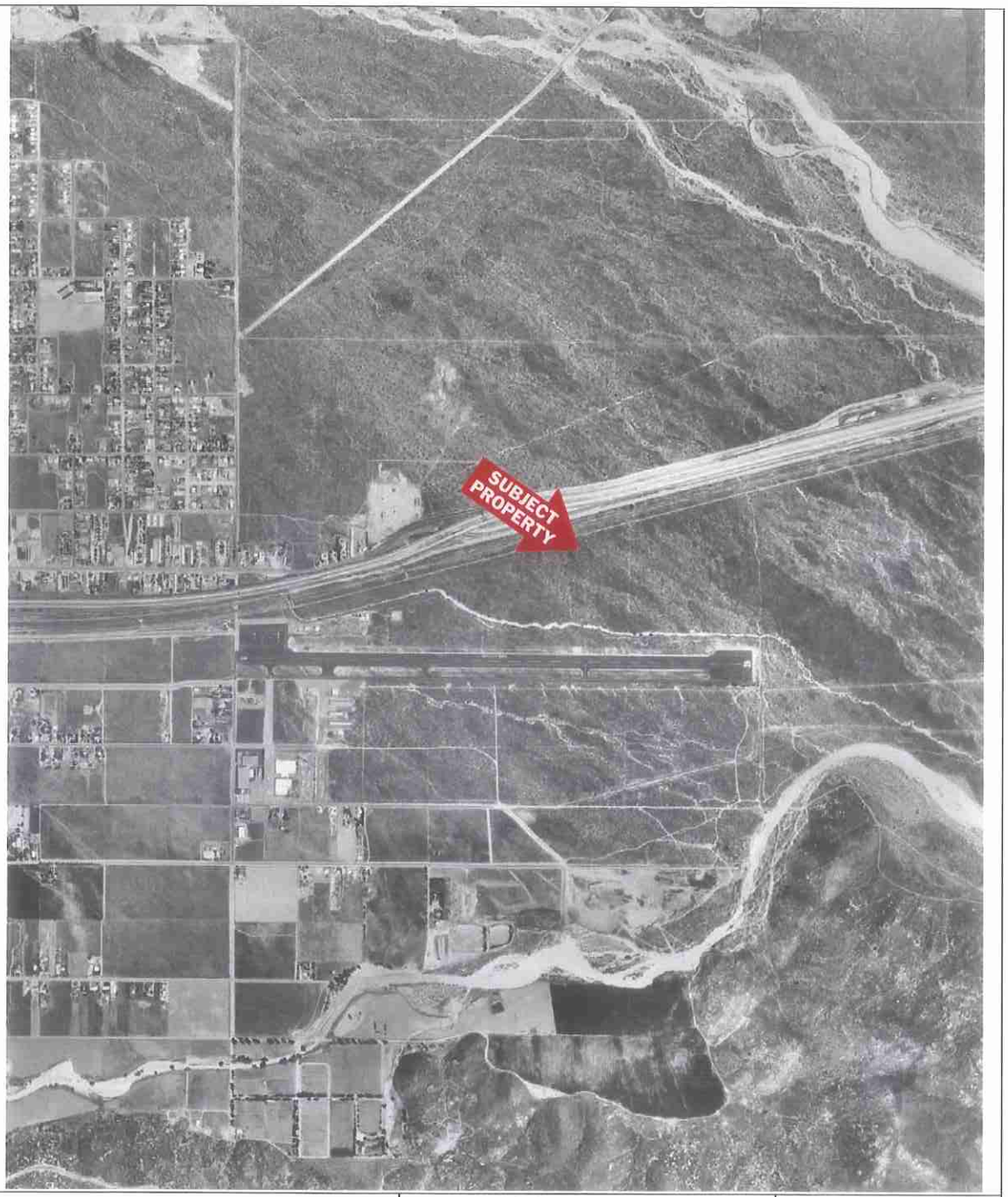
2. View of the Subject Property Looking Northeast

3. View ofthe Currently Dry Creek Along the South Side of the Subject Property

4. View of the Subject Property Looking Northwest Showing the Dry Creek and a Freight Train on the Southern Pacific Railroad Tracks

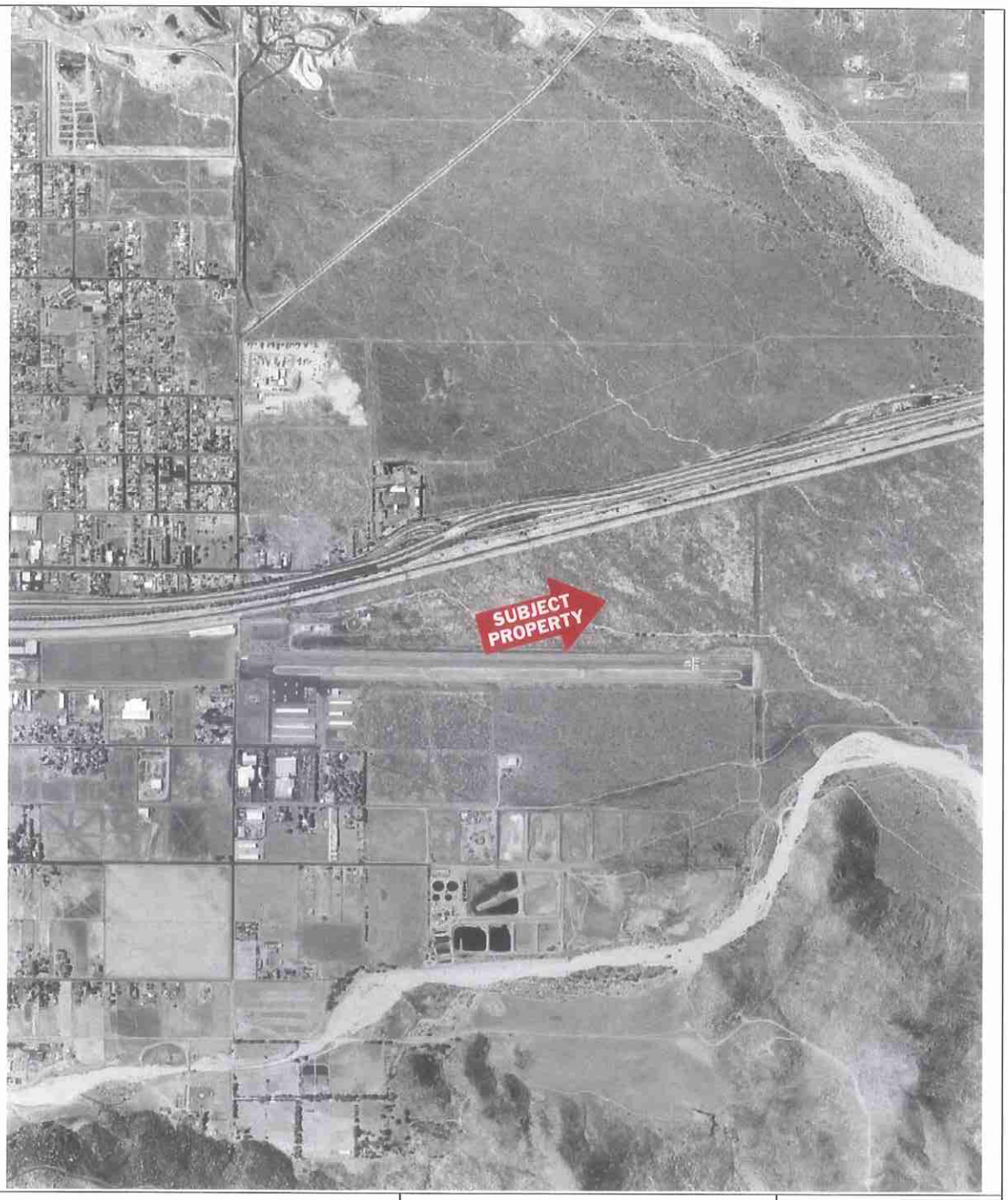
5. View of the Subject Property Looking West-Southwest

6. View of Area of the John Street Extension Looking East-Northeast

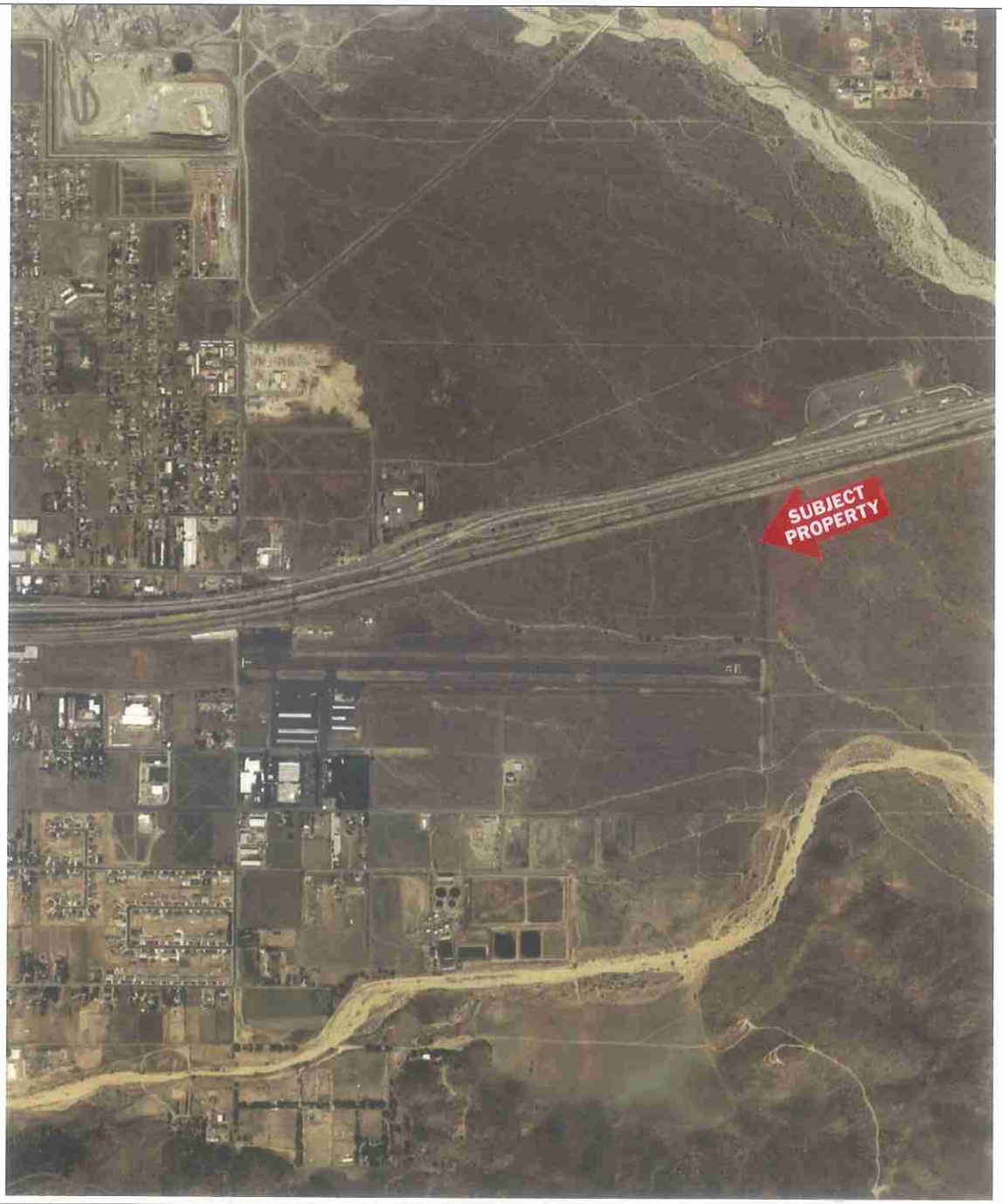


Hayden Environmental	1967AERIAL PHOTOGRAPH Subject Property:Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: C-1

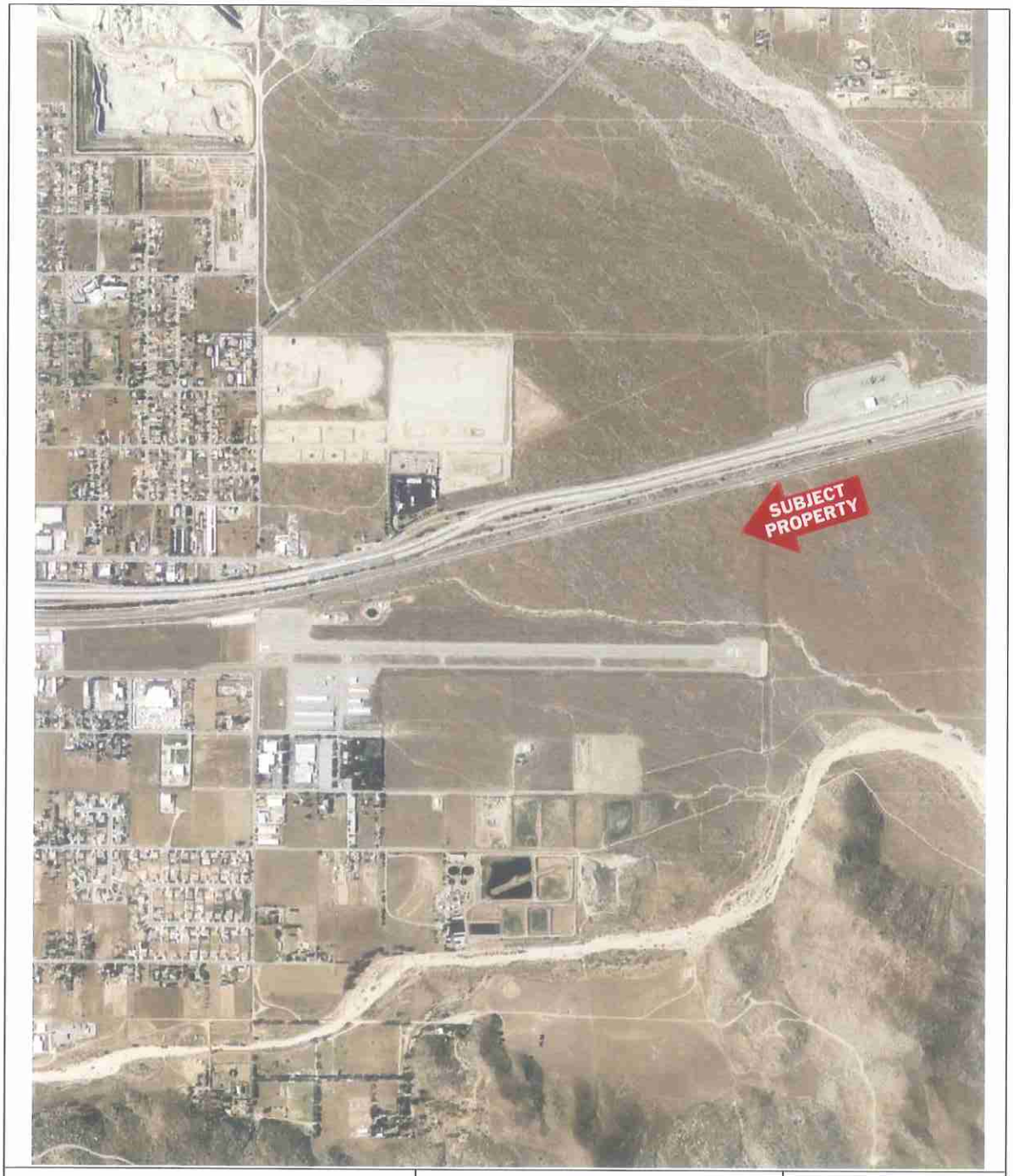
Hayden Environmental	1972AERIAL PHOTOGRAPH Subject Property:Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: C-2



Hayden Environmental	1996AERIAL PHOTOGRAPH Subject Property:Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: C-3



Hayden Environmental	2005AERIAL PHOTOGRAPH Subject Property:Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: C-4



Hayden Environmental	2012AERIAL PHOTOGRAPH Subject Property:Banning Airport Project; Banning, California	↑ **NORTH**
JOB NUMBER: 17-3444	Date: 4/26/17	FIGURE: C-5

APPENDIX D

REGULATORY AGENCIES DATABASE REPORT

Banning Airport Project
North of Banning Airport
Banning, CA 92220

Inquiry Number: 04914157.6r
April 20, 2017

FirstSearch Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Search Summary Report

TARGET SITE NORTH OF BANNING AIRPORT
BANNING, CA 92220

Category	Sel	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
NPL	Y	0	0	0	0	0	0	0
NPL Delisted	Y	0	0	0	0	0	0	0
CERCLIS	Y	0	0	0	0	-	0	0
NFRAP	Y	0	0	0	0	-	1	1
RCRA COR ACT	Y	0	0	0	0	0	0	0
RCRA TSD	Y	0	0	0	0	-	0	0
RCRA GEN	Y	0	0	0	-	-	0	0
Federal IC / EC	Y	0	0	0	0	-	0	0
ERNS	Y	0	-	-	-	-	0	0
State/Tribal NPL	Y	0	0	0	0	0	0	0
State/Tribal CERCLIS	Y	0	0	0	0	4	0	4
State/Tribal SWL	Y	0	0	0	1	-	0	1
State/Tribal LTANKS	Y	0	0	0	2	-	0	2
State/Tribal Tanks	Y	0	-	-	-	-	0	0
State/Tribal VCP	Y	0	0	0	0	-	0	0
US Brownfields	Y	0	0	0	0	-	0	0
Other SWF	Y	0	0	0	0	-	0	0
Other Haz Sites	Y	0	0	0	-	-	0	0
Other Tanks	Y	0	0	0	-	-	0	0
Local Land Records	Y	0	0	0	0	-	0	0
Spills	Y	0	-	-	-	-	0	0
Other	Y	0	0	0	1	-	0	1
	- Totals --	0	0	0	4	4	1	9

Search Summary Report

TARGET SITE: NORTH OF BANNING AIRPORT
BANNING, CA 92220

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
NPL	NPL	12/05/2016	1.000	0	0	0	0	0	0	0
	Proposed NPL	12/05/2016	1.000	0	0	0	0	0	0	0
NPL Delisted	Delisted NPL	12/05/2016	1.000	0	0	0	0	0	0	0
CERCLIS	SEMS	10/10/2016	0.500	0	0	0	0	-	0	0
NFRAP	SEMS-ARCHIVE	10/10/2016	0.500	0	0	0	0	-	1	1
RCRA COR ACT	CORRACTS	12/12/2016	1.000	0	0	0	0	0	0	0
RCRA TSD	RCRA-TSDF	12/12/2016	0.500	0	0	0	0	-	0	0
RCRA GEN	RCRA-LQG	12/12/2016	0.250	0	0	0	-	-	0	0
	RCRA-SQG	12/12/2016	0.250	0	0	0	-	-	0	0
	RCRA-CESQG	12/12/2016	0.250	0	0	0	-	-	0	0
Federal IC / EC	US ENG CONTROLS	11/15/2016	0.500	0	0	0	0	-	0	0
	US INST CONTROL	11/15/2016	0.500	0	0	0	0	-	0	0
ERNS	ERNS	09/26/2016	TP	0	-	-	-	-	0	0
State/Tribal NPL	RESPONSE	10/31/2016	1.000	0	0	0	0	0	0	0
State/Tribal CERCLIS	ENVIROSTOR	10/31/2016	1.000	0	0	0	0	4	0	4
State/Tribal SWL	SWF/LF	11/14/2016	0.500	0	0	0	1	-	0	1
State/Tribal LTANKS	LUST	12/12/2016	0.500	0	0	0	2	-	0	2
	INDIAN LUST	10/27/2015	0.500	0	0	0	0	-	0	0
	SLIC	12/12/2016	0.500	0	0	0	0	-	0	0
State/Tribal Tanks	UST	09/12/2016	TP	0	-	-	-	-	0	0
	AST	07/06/2016	TP	0	-	-	-	-	0	0
	INDIAN UST	10/20/2015	0.250	0	0	0	-	-	0	0
State/Tribal VCP	VCP	10/31/2016	0.500	0	0	0	0	-	0	0
US Brownfields	US BROWNFIELDS	03/02/2017	0.500	0	0	0	0	-	0	0

Search Summary Report

TARGET SITE: NORTH OF BANNING AIRPORT
BANNING, CA 92220

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
Other SWF	WMUDS/SWAT	04/01/2000	0.500	0	0	0	0	-	0	0
Other Haz Sites	SCH	10/31/2016	0.250	0	0	0	-	-	0	0
	US CDL	09/30/2016	TP	0	-	-	-	-	0	0
Other Tanks	SWEEPS UST	06/01/1994	0.250	0	0	0	-	-	0	0
	CA FID UST	10/31/1994	0.250	0	0	0	-	-	0	0
Local Land Records	DEED	12/06/2016	0.500	0	0	0	0	-	0	0
Spills	HMIRS	12/28/2016	TP	0	-	-	-	-	0	0
	CHMIRS	09/26/2016	TP	0	-	-	-	-	0	0
Other	RCRA NonGen / NLR	12/12/2016	0.250	0	0	0	-	-	0	0
	TSCA	12/31/2012	TP	0	-	-	-	-	0	0
	TRIS	12/31/2014	TP	0	-	-	-	-	0	0
	SSTS	12/31/2009	TP	0	-	-	-	-	0	0
	RAATS	04/17/1995	TP	0	-	-	-	-	0	0
	PRP	10/25/2013	TP	0	-	-	-	-	0	0
	PADS	01/20/2016	TP	0	-	-	-	-	0	0
	ICIS	11/18/2016	TP	0	-	-	-	-	0	0
	FTTS	04/09/2009	TP	0	-	-	-	-	0	0
	MLTS	08/30/2016	TP	0	-	-	-	-	0	0
	RADINFO	01/04/2017	TP	0	-	-	-	-	0	0
	INDIAN RESERV	12/31/2014	1.000	0	0	0	1	0	0	1
	LEAD SMELTERS	12/05/2016	TP	0	-	-	-	-	0	0
	US AIRS	10/12/2016	TP	0	-	-	-	-	0	0
	FINDS	07/15/2016	TP	0	-	-	-	-	0	0
	CUPA Listings		0.125	0	0	-	-	-	0	0
	HAZNET	12/31/2015	TP	0	-	-	-	-	0	0
	WDS	06/19/2007	TP	0	-	-	-	-	0	0
	- Totals --			0	0	0	4	4	1	9

Site Information Report

Request Date: APRIL 20, 2017
Request Name: CHRIS HAYDEN
Search Type: COORD
Job Number: NA

Target Site: NORTH OF BANNING AIRPORT
BANNING, CA 92220

Site Location

	Degrees (Decimal)	Degrees (Min/Sec)	UTMs	
Longitude:	116.846188	116.8461880 - 116° 50' 46.27"	Easting:	514216.9
Latitude:	33.925318	33.9253180 - 33° 55' 31.14"	Northing:	3753692.0
Elevation:	2152 ft. above sea level		Zone:	Zone 11

Demographics

Sites: 8 **Non-Geocoded:** 1 **Population:** N/A

RADON

Federal EPA Radon Zone for RIVERSIDE County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 92220

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	-1.000 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

Federal Area Radon Information for RIVERSIDE COUNTY, CA

Number of sites tested: 12

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.117 pCi/L	100%	0%	0%
Living Area - 2nd Floor	0.450 pCi/L	100%	0%	0%
Basement	1.700 pCi/L	100%	0%	0%

Site Information Report

RADON

State Database: CA Radon

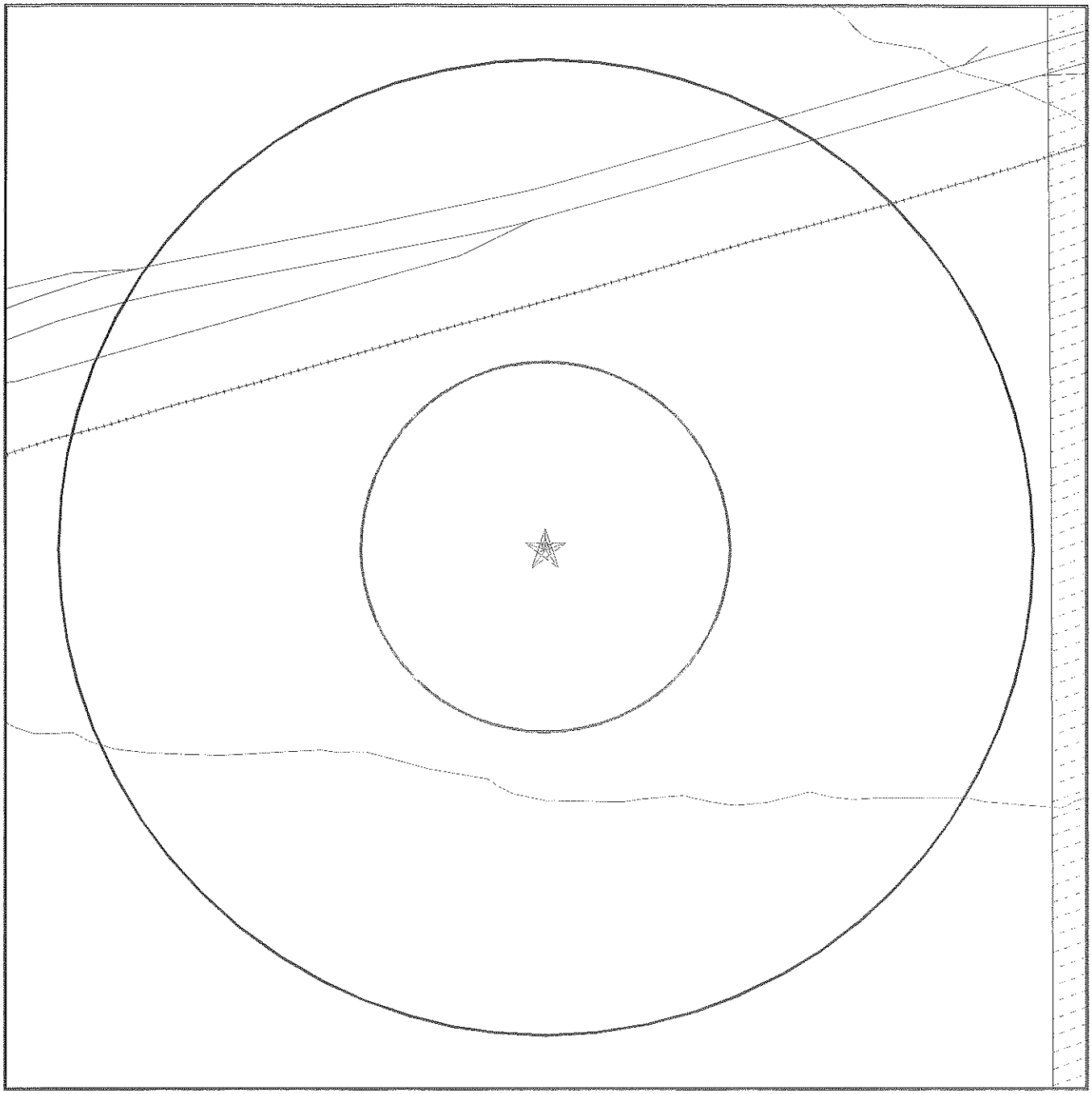
Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
92220	7	0

Environmental FirstSearch

0.25 Mile Radius
Non ASTM Map, Spills, FINDS

NORTH OF BANNING AIRPORT BANNING, CA 92220



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

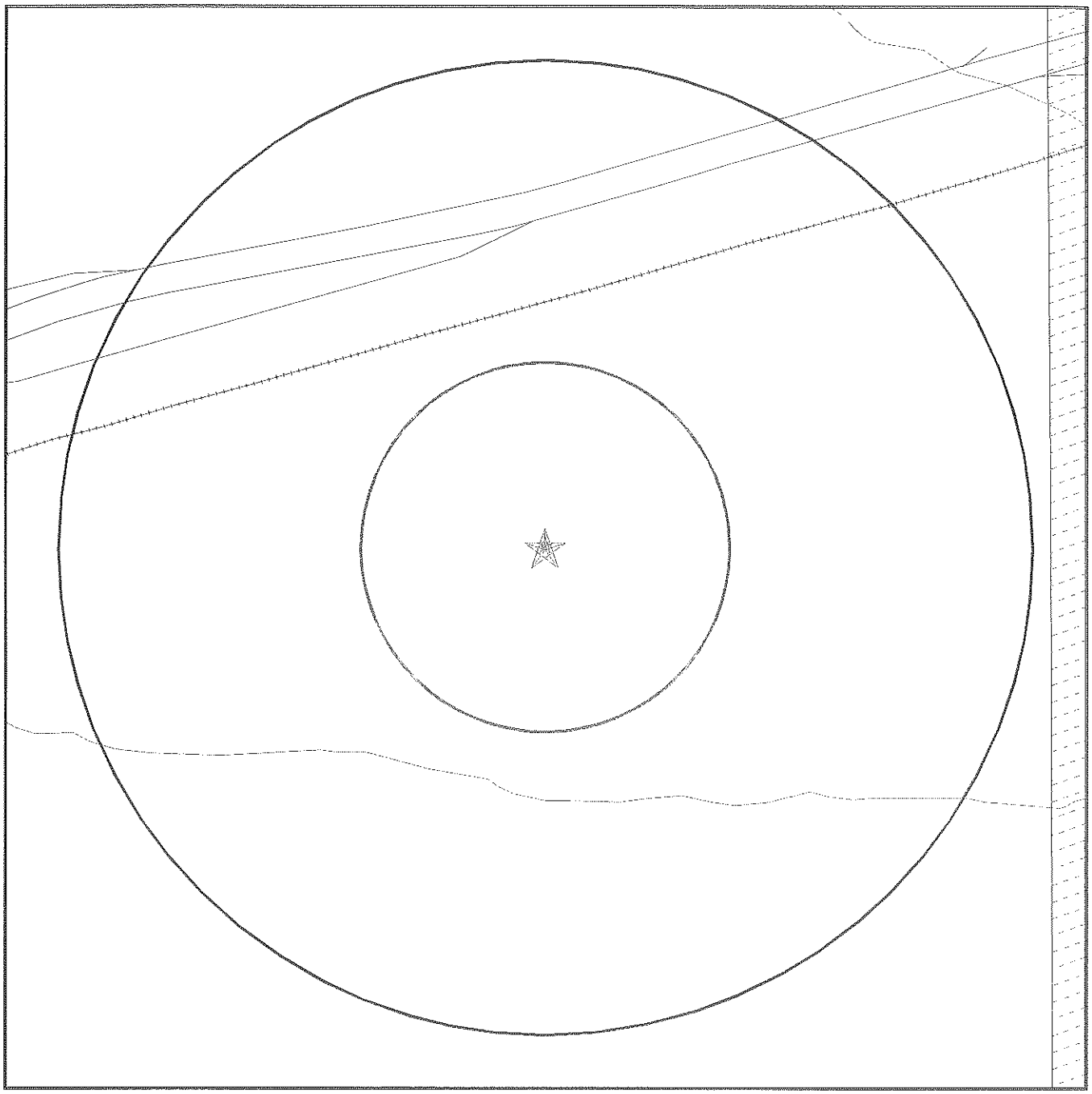
- Target Property (Latitude: 33.925318 Longitude: 116.846188)
- Identified Sites
- Sensitive Receptors
- National Priority List Sites
- Indian Reservations BIA

Environmental FirstSearch

0.25 Mile Radius

ASTM MAP: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS

NORTH OF BANNING AIRPORT BANNING, CA 92220



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

☆ Target Property (Latitude: 33.925318 Longitude: 116.846188)

▲ Identified Sites

Indian Reservations BIA

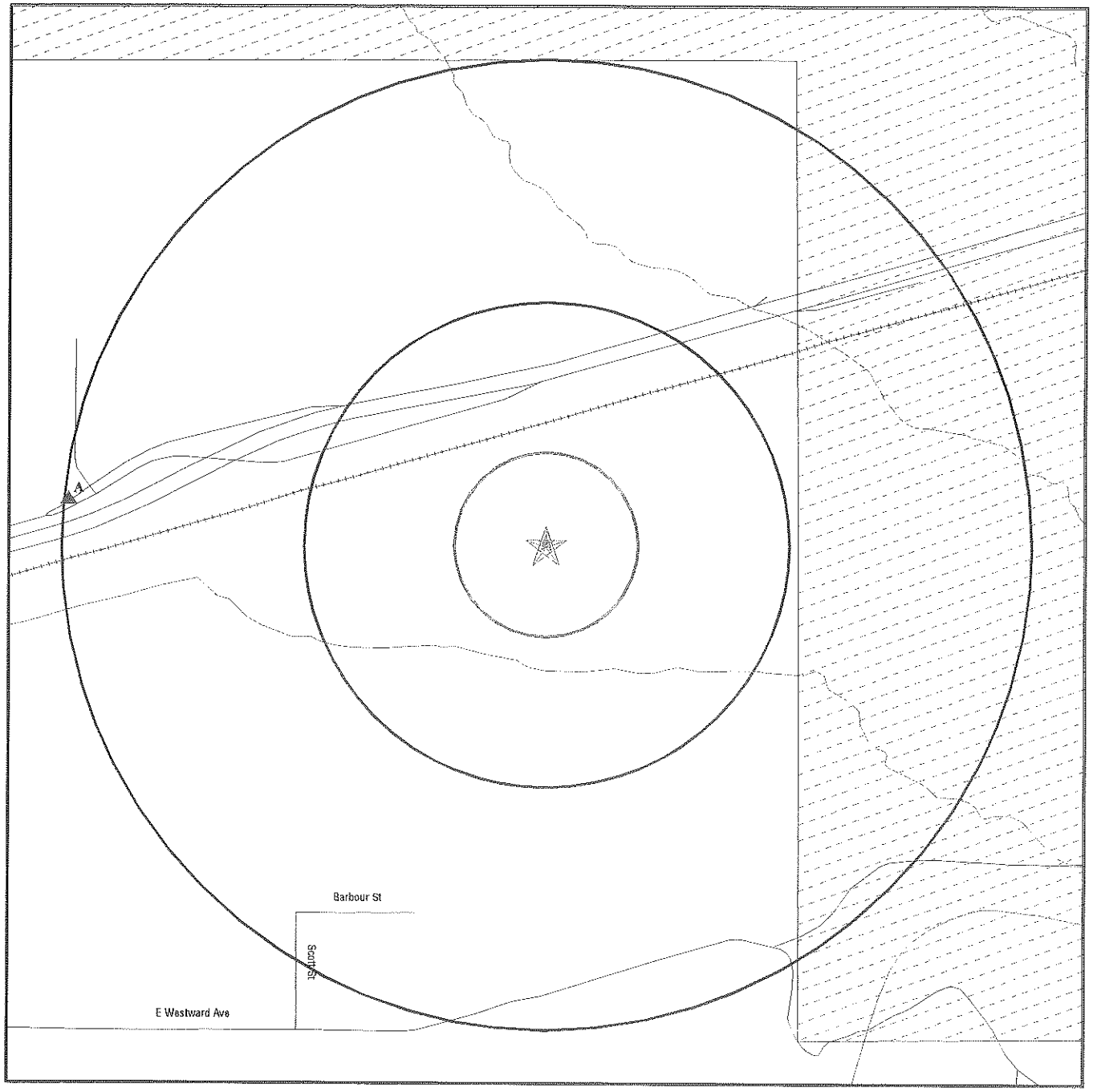
National Priority List Sites

Environmental FirstSearch

0.500 Mile Radius

ASTM MAP: CERCLIS, RCRATSD, LUST, SWL

NORTH OF BANNING AIRPORT BANNING, CA 92220



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

☆ Target Property (Latitude: 33.925318 Longitude: 116.846188)

▲ Identified Sites

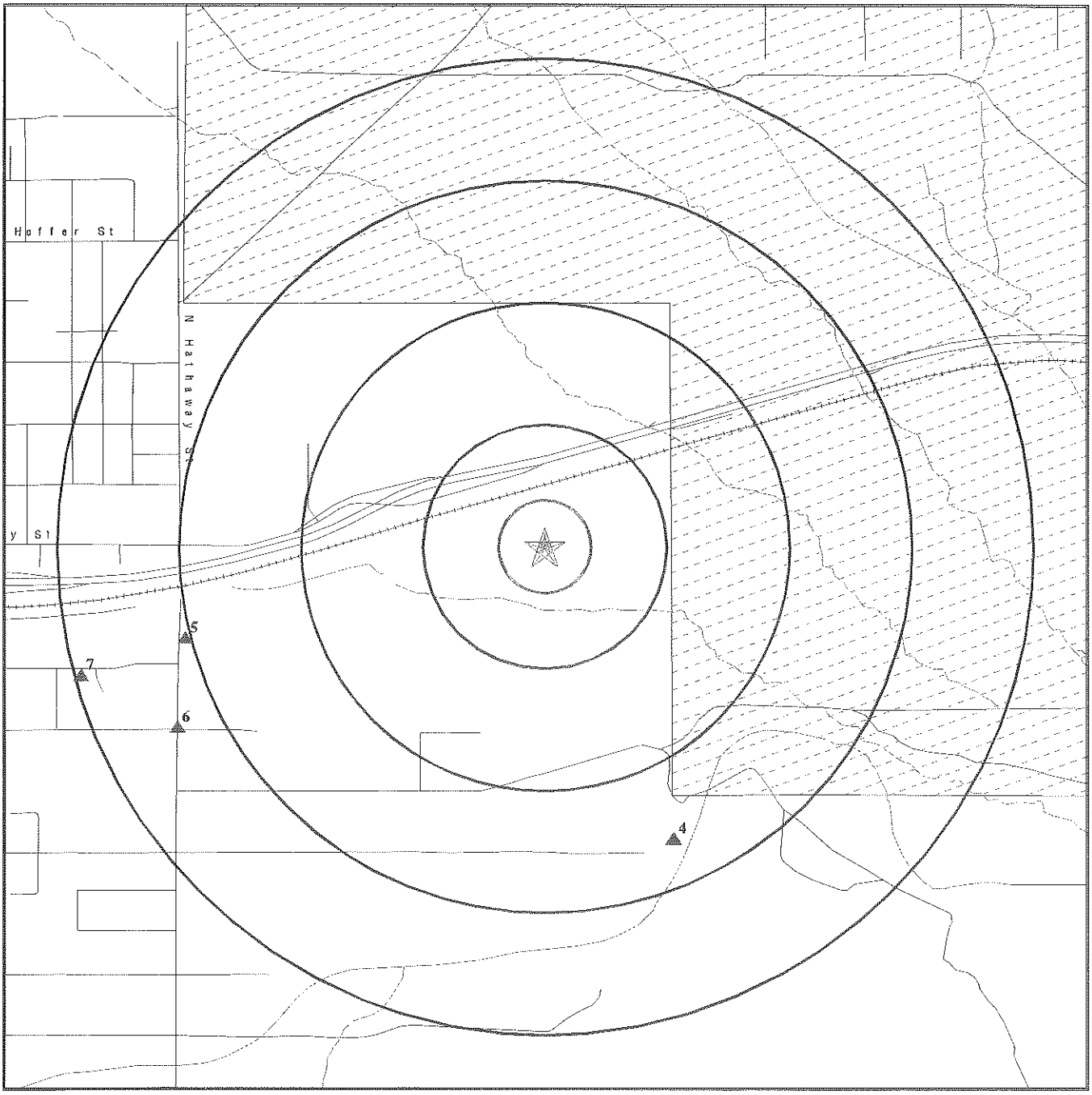
Indian Reservations BIA

National Priority List Sites

Environmental FirstSearch

1.000 Mile Radius
ASTM MAP: NPL, RCRACOR, STATES Sites

NORTH OF BANNING AIRPORT BANNING, CA 92220



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

☆ Target Property (Latitude: 33.925318 Longitude: 116.846188)

△ Identified Sites

Indian Reservations BIA

National Priority List Sites

EDR Reference Code (EDR internal use only): 04914157.6r

17-04-20.18:24:02.Thu

Target Site Summary Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

TOTAL: 9 GEOCODED: 8 NON GEOCODED: 1

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.

No sites found for target address

Sites Summary Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

TOTAL: 9 GEOCODED: 8 NON GEOCODED: 1

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
Reg	INDIAN RESERV	MORONGO RESERVATION	, CA	0.26 East		1
A1	LUST --89155 --9	BANNING MAINTENANCE STATION	2033 E RAMSEY BANNING, CA 92220	0.50 West	+ 79	2
A2	LUST --9 - Case Closed --Completed - Case Closed --T0606500715 --T0606500715	CALTRANS BANNING AREA MAINT ST	2033 E RAMSEY ST BANNING, CA 92220	0.50 West	+ 79	3
A3	SWF/LF --Notification --33-AA-0328 --Active	CALTRANS BANNING MAINTENANCE S	2033 EAST RAMSEY SREET BANNING, CA	0.50 West	+ 79	6
4	ENVIROSTOR --80000140 --Inactive - Action Required	BANNING RIFLE RANGE	SECTIONS 13 AND 14 OF TOW BANNING, CA 92220	0.65 SSE	- 104	7
5	ENVIROSTOR --80000972 --Inactive - Needs Evaluation	BANNING MUNICIPAL AIRPORT	200 S HATHAWAY STREET BANNING, CA 92220	0.76 WSW	+ 78	9
6	ENVIROSTOR --60002152 --Active	TYCO ELECTRONICS CORPORATION	700 SOUTH HATHAWAY STREET BANNING, CA 92220	0.84 WSW	+ 49	11
7	ENVIROSTOR --71003018 --60000748 --No Further Action --Refer: 1248 Local Agency	PERFECTION PLATING	1284 EAST LINCOLN STREET BANNING, CA 92220	0.99 WSW	+ 88	14

Sites Summary Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

TOTAL: 9 GEOCODED: 8 NON GEOCODED: 1

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
	SEMS-ARCHIVE --0904871 --CAD983671058	MORONGO LAB WASTE	1 MIL N. OF MORONGO RD AD BANNING, CA 92220	NON GC	N/A	N/A

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

INDIAN RESERV

EDR ID: CIND200656 **DIST/DIR:** 0.259 East **ELEVATION:** **MAP ID:** 0

NAME: MORONGO RESERVATION **Rev:** 12/31/2014

ADDRESS:
, CA

SOURCE: US USGS

INDIAN RESERV:
Feature: Indian Reservation
Name: Morongo Reservation
Agency: BIA

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

LUST

EDR ID: U001573523 **DIST/DIR:** 0.495 West **ELEVATION:** 2231 **MAP ID:** A1

NAME: BANNING MAINTENANCE STATION
ADDRESS: 2033 E RAMSEY
BANNING, CA 92220
RIVERSIDE
SOURCE: CA State Water Resources Control Board

Rev: 12/12/2016
ID/Status: 89155
ID/Status: 9

RIVERSIDE CO. LUST:
Region: RIVERSIDE
Facility ID: 89155
Employee: Brown
Site Closed: Yes
Case Type: Soil only
Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

LUST

EDR ID: 1000419402 **DIST/DIR:** 0.495 West **ELEVATION:** 2231 **MAP ID:** A2

NAME: CALTRANS BANNING AREA MAINT STATION
ADDRESS: 2033 E RAMSEY ST
BANNING, CA 92220
RIVERSIDE
SOURCE: CA State Water Resources Control Board

Rev: 12/12/2016
ID/Status: 9 - Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0606500715
ID/Status: T0606500715

LUST:
Region: STATE
Global Id: T0606500715
Latitude: 33.9280050193936
Longitude: -116.853906294968
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/30/1995
Lead Agency: RIVERSIDE COUNTY LOP
Case Worker: RIV
Local Agency: RIVERSIDE COUNTY LOP
RB Case Number: 7T2220001
LOC Case Number: 89155
File Location: Local Agency Warehouse
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0606500715
Contact Type: Regional Board Caseworker
Contact Name: Phan Le
Organization Name: COLORADO RIVER BASIN RWQCB (REGION 7)
Address: 73720 FRED WARING DRIVE SUITE #100
City: PALM DESERT
Email: phan.le@waterboards.ca.gov
Phone Number: 7607768974

Global Id: T0606500715
Contact Type: Local Agency Caseworker
Contact Name: Riverside County LOP Closed Cases
Organization Name: RIVERSIDE COUNTY LOP
Address: 3880 LEMON ST SUITE 200
City: RIVERSIDE
Email: Not reported
Phone Number: 9519558980

Status History:
Global Id: T0606500715
Status: Open - Case Begin Date
Status Date: 09/11/1987

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

LUST

EDR ID: 1000419402 **DIST/DIR:** 0.495 West **ELEVATION:** 2231 **MAP ID:** A2

NAME: CALTRANS BANNING AREA MAINT STATION
ADDRESS: 2033 E RAMSEY ST
BANNING, CA 92220
RIVERSIDE
SOURCE: CA State Water Resources Control Board

Rev: 12/12/2016
ID/Status: 9 - Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0606500715
ID/Status: T0606500715

Global Id: T0606500715
Status: Open - Site Assessment
Status Date: 09/21/1987

Global Id: T0606500715
Status: Open - Site Assessment
Status Date: 08/12/1991

Global Id: T0606500715
Status: Open - Site Assessment
Status Date: 08/22/1991

Global Id: T0606500715
Status: Open - Site Assessment
Status Date: 12/19/1991

Global Id: T0606500715
Status: Completed - Case Closed
Status Date: 08/30/1995

Regulatory Activities:
Global Id: T0606500715
Action Type: ENFORCEMENT
Date: 03/06/2009
Action: Closure/No Further Action Letter - #Site Closure

Global Id: T0606500715
Action Type: Other
Date: 09/11/1987
Action: Leak Stopped

Global Id: T0606500715
Action Type: Other
Date: 05/13/1988
Action: Leak Reported

Global Id: T0606500715
Action Type: ENFORCEMENT
Date: 03/05/2009
Action: File review - #RCDEH Upload Site File 8/7/2015

Global Id: T0606500715
Action Type: Other
Date: 09/21/1987

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

LUST

EDR ID: 1000419402 **DIST/DIR:** 0.495 West **ELEVATION:** 2231 **MAP ID:** A2

NAME: CALTRANS BANNING AREA MAINT STATION
ADDRESS: 2033 E RAMSEY ST
BANNING, CA 92220
RIVERSIDE
SOURCE: CA State Water Resources Control Board

Rev: 12/12/2016
ID/Status: 9 - Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0606500715
ID/Status: T0606500715

Action: Leak Discovery

LUST REG 7:
Region: 7
Status: 9 - Case Closed
Case Num: 7T2220001
Substance: Waste oil/Used oil
ID: 576
Global ID: T0606500715
Lead Agency: Local Agency
Case Worker: RT

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

SWF/LF

EDR ID: S111290834 **DIST/DIR:** 0.495 West **ELEVATION:** 2231 **MAP ID:** A3

NAME: CALTRANS BANNING MAINTENANCE STATION
ADDRESS: 2033 EAST RAMSEY SREET
BANNING, CA
RIVERSIDE
SOURCE: CA Department of Resources Recycling and Recovery

Rev: 11/14/2016
ID/Status: Notification
ID/Status: 33-AA-0328
ID/Status: Active

SWF/LF (SWIS):
Region: STATE
Facility ID: 33-AA-0328
Lat/Long: 33.92741 / -116.85394
Owner Name: Caltrans South Region District 8
Owner Telephone: 9517874807
Owner Address: Jim A. Rogers
Owner Address2: 1091 Everton Place
Owner City,St,Zip: Riverside, CA 92516
Operational Status: Active
Operator: Banning Maintenance Crew 08-711
Operator Phone: 9518497924
Operator Address: Not reported
Operator Address2: 2033 East Ramsey St.
Operator City,St,Zip: Banning, CA 92220
Permit Date: 09/01/2011
Permit Status: Notification
Permitted Acreage: $12.00
Activity: Limited Volume Transfer Operation
Regulation Status: Notification
Landuse Name: Residential,Desert
GIS Source: Map
Category: Transfer/Processing
Unit Number: 01
Inspection Frequency: Quarterly
Accepted Waste: Dead Animals,Green Materials,Inert,Metals,Mixed municipal,Tires,Tires, Shreds
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: Not reported
SWIS Num: 33-AA-0328
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 60
Actual Throughput with Units: Cu Yards/day
Permitted Capacity with Units: 15600
Remaining Capacity: Not reported
Remaining Capacity with Units: Cu Yards/year
Lat/Long: 33.92741 / -116.85394

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S110711859 **DIST/DIR:** 0.652 SSE **ELEVATION:** 2048 **MAP ID:** 4

NAME: BANNING RIFLE RANGE
Rev: 10/31/2016
ADDRESS: SECTIONS 13 AND 14 OF TOWNSHIP SOUTH, RANGE 1 EAST, SAN BERN
BANNING, CA 92220
RIVERSIDE
ID/Status: 80000140
ID/Status: Inactive - Action Required
SOURCE: CA Department of Toxic Substances Control

ENVIROSTOR:
Facility ID: 80000140
Status: Inactive - Action Required
Status Date: 09/13/2012
Site Code: 401502
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: 93.77
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Omoruyi Patrick
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.91666
Longitude: -116.8416
APN: NONE SPECIFIED
Past Use: FIRING RANGE - SMALL ARMS ETC...
Potential COC: Explosives (UXO, MEC Munitions Debris (MD Lead Perchlorate
Confirmed COC: 30013-NO 30017-NO 30011-NO 32000-NO
Potential Description: SOIL
Alias Name: CA99799F536200
Alias Type: Federal Facility ID
Alias Name: 401502
Alias Type: Project Code (Site Code)
Alias Name: 80000140
Alias Type: Envirostor ID Number
Alias Name: J09CA0234
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Tech Memo
Completed Date: 07/07/2011
Comments: The final technical project planning document approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S110711859 **DIST/DIR:** 0.652 SSE **ELEVATION:** 2048 **MAP ID:** 4

NAME: BANNING RIFLE RANGE
Rev: 10/31/2016
ADDRESS: SECTIONS 13 AND 14 OF TOWNSHIP SOUTH, RANGE 1 EAST, SAN BERN
BANNING, CA 92220
RIVERSIDE
ID/Status: 80000140
ID/Status: Inactive - Action Required
SOURCE: CA Department of Toxic Substances Control

Completed Document Type: Site Characterization Workplan
Completed Date: 07/07/2011
Comments: The final site specific workplan approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 11/07/2011
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S106104704 **DIST/DIR:** 0.760 WSW **ELEVATION:** 2230 **MAP ID:** 5

NAME: BANNING MUNICIPAL AIRPORT
ADDRESS: 200 S HATHAWAY STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 80000972
ID/Status: Inactive - Needs Evaluation

ENVIROSTOR:
Facility ID: 80000972
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.92555
Longitude: -116.8502
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799FA35500
Alias Type: Federal Facility ID
Alias Name: J09CA7326
Alias Type: INPR
Alias Name: 80000972
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 09/21/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S106104704 **DIST/DIR:** 0.760 WSW **ELEVATION:** 2230 **MAP ID:** 5

NAME: BANNING MUNICIPAL AIRPORT

ADDRESS: 200 S HATHAWAY STREET
BANNING, CA 92220
RIVERSIDE

SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 80000972
ID/Status: Inactive - Needs Evaluation

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S105635414 **DIST/DIR:** 0.837 WSW **ELEVATION:** 2201 **MAP ID:** 6

NAME: TYCO ELECTRONICS CORPORATION
ADDRESS: 700 SOUTH HATHAWAY STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 60002152
ID/Status: Active

ENVIROSTOR:
Facility ID: 60002152
Status: Active
Status Date: 12/03/2015
Site Code: 401652
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 18
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Irena Edwards
Supervisor: Manny Alonzo
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: Voluntary Cleanup Program
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 33.91947
Longitude: -116.8586
APN: 532130004, 532130006, 532130014, 532130015
Past Use: ABOVE GROUND STORAGE TANKS, FUEL - AIRCRAFT STORAGE/ REFUELING, MANUFACTURING - ELECTRONIC, METAL FINISHING, METAL PLATING - OTHER, MANUFACTURING - ELECTRONIC, METAL FINISHING, METAL PLATING - OTHER
Potential COC: Tetrachloroethylene (PCE Trichloroethylene (TCE Cadmium and compounds Tetrachloroethylene (PCE Trichloroethylene (TCE Cadmium and compounds
Confirmed COC: Tetrachloroethylene (PCE Cadmium and compounds Trichloroethylene (TCE Tetrachloroethylene (PCE Cadmium and compounds Trichloroethylene (TCE
Potential Description: SOIL, SV
Alias Name: 532130004
Alias Type: APN
Alias Name: 532130006
Alias Type: APN
Alias Name: 532130014
Alias Type: APN
Alias Name: 532130015
Alias Type: APN
Alias Name: 401652
Alias Type: Project Code (Site Code)
Alias Name: 60002152

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S105635414 **DIST/DIR:** 0.837 WSW **ELEVATION:** 2201 **MAP ID:** 6

NAME: TYCO ELECTRONICS CORPORATION
ADDRESS: 700 SOUTH HATHAWAY STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 60002152
ID/Status: Active

Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 10/11/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/04/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 03/04/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 02/10/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 10/16/2015
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 12/08/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/02/2016
Comments: Not reported

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: S105635414 **DIST/DIR:** 0.837 WSW **ELEVATION:** 2201 **MAP ID:** 6

NAME: TYCO ELECTRONICS CORPORATION
ADDRESS: 700 SOUTH HATHAWAY STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 60002152
ID/Status: Active

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/10/2013
Comments: Completed

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2017
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: 1000436170 **DIST/DIR:** 0.986 WSW **ELEVATION:** 2240 **MAP ID:** 7

NAME: PERFECTION PLATING
ADDRESS: 1284 EAST LINCOLN STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 71003018
ID/Status: 60000748
ID/Status: No Further Action
ID/Status: Refer: 1248 Local Agency

ENVIROSTOR:
Facility ID: 71003018
Status: No Further Action
Status Date: 09/09/2010
Site Code: 550003
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: * John Geroch
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.92082
Longitude: -116.8627
APN: NONE SPECIFIED
Past Use: METAL PLATING - CHROME
Potential COC: Tetrachloroethylene (PCE Trichloroethylene (TCE Chromium VI
Confirmed COC: Tetrachloroethylene (PCE Chromium VI Trichloroethylene (TCE
Potential Description: SOIL
Alias Name: CAD982400731
Alias Type: EPA Identification Number
Alias Name: 110000479081
Alias Type: EPA (FRS #)
Alias Name: 550003
Alias Type: Project Code (Site Code)
Alias Name: 71003018
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 01/31/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: 1000436170 **DIST/DIR:** 0.986 WSW **ELEVATION:** 2240 **MAP ID:** 7

NAME: PERFECTION PLATING
ADDRESS: 1284 EAST LINCOLN STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 71003018
ID/Status: 60000748
ID/Status: No Further Action
ID/Status: Refer: 1248 Local Agency

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/01/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Action Completion Determination
Completed Date: 09/30/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 01/31/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 08/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/30/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/23/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/30/2006
Comments: Not reported

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: 1000436170 **DIST/DIR:** 0.986 WSW **ELEVATION:** 2240 **MAP ID:** 7

NAME: PERFECTION PLATING
ADDRESS: 1284 EAST LINCOLN STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 71003018
ID/Status: 60000748
ID/Status: No Further Action
ID/Status: Refer: 1248 Local Agency

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 60000748
Status: Refer: 1248 Local Agency
Status Date: 06/25/2004
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 33.92082
Longitude: -116.8627
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 60000748
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: SB 1248 Notification
Completed Date: 06/25/2004
Comments: DTSC is not involved with this project

- Continued on next page -

Site Detail Report

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

ENVIROSTOR

EDR ID: 1000436170 **DIST/DIR:** 0.986 WSW **ELEVATION:** 2240 **MAP ID:** 7

NAME: PERFECTION PLATING
ADDRESS: 1284 EAST LINCOLN STREET
BANNING, CA 92220
RIVERSIDE
SOURCE: CA Department of Toxic Substances Control

Rev: 10/31/2016
ID/Status: 71003018
ID/Status: 60000748
ID/Status: No Further Action
ID/Status: Refer: 1248 Local Agency

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Database Descriptions

NPL: NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. NPL - National Priority List Proposed NPL - Proposed National Priority List Sites.

NPL Delisted: Delisted NPL The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Delisted NPL - National Priority List Deletions

CERCLIS: SEMS SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL. SEMS - Superfund Enterprise Management System

NFRAP: SEMS-ARCHIVE SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site. SEMS-ARCHIVE - Superfund Enterprise Management System Archive

RCRA COR ACT: CORRACTS CORRACTS identifies hazardous waste handlers with RCRA corrective action activity. CORRACTS - Corrective Action Report

RCRA TSD: RCRA-TSDF RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste. RCRA-TSDF - RCRA - Treatment, Storage and Disposal

RCRA GEN: RCRA-LQG RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. RCRA-LQG - RCRA - Large Quantity Generators RCRA-SQG - RCRA - Small Quantity Generators. RCRA-CESQG - RCRA - Conditionally Exempt Small Quantity Generators.

Federal IC / EC: US ENG CONTROLS A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health. US ENG CONTROLS - Engineering Controls Sites List US INST CONTROL - Sites with Institutional Controls.

Database Descriptions

ERNS: ERNS Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances. ERNS - Emergency Response Notification System

State/Tribal NPL: RESPONSE Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. RESPONSE - State Response Sites

State/Tribal CERCLIS: ENVIROSTOR The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. ENVIROSTOR - EnviroStor Database

State/Tribal SWL: SWF/LF (SWIS) Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites. SWF/LF (SWIS) - Solid Waste Information System

State/Tribal LTANKS: LUST REG 6L SAN FRANCISCO CO. LUST - Local Oversite Facilities. SONOMA CO. LUST - Leaking Underground Storage Tank Sites. SAN MATEO CO. LUST - Fuel Leak List. LUST REG 6V - Leaking Underground Storage Tank Case Listing. LUST REG 7 - Leaking Underground Storage Tank Case Listing. LUST REG 8 - Leaking Underground Storage Tanks. LUST SANTA CLARA - LOP Listing. LUST - Geotracker's Leaking Underground Fuel Tank Report. NAPA CO. LUST - Sites With Reported Contamination. RIVERSIDE CO. LUST - Listing of Underground Tank Cleanup Sites. LUST REG 2 - Fuel Leak List. VENTURA CO. LUST - Listing of Underground Tank Cleanup Sites. SAN DIEGO CO. SAM - Environmental Case Listing. LUST REG 4 - Underground Storage Tank Leak List. LUST REG 3 - Leaking Underground Storage Tank Database. ORANGE CO. LUST - List of Underground Storage Tank Cleanups. LUST REG 9 - Leaking Underground Storage Tank Report. LUST REG 5 - Leaking Underground Storage Tank Database. LUST REG 1 - Active Toxic Site Investigation. SOLANO CO. LUST - Leaking Underground Storage Tanks. Orange County Underground Storage Tank Cleanups (LUST). SOLANO CO. LUST - List of Underground Storage Tank Cleanups INDIAN LUST R6 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R10 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R8 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R1 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R5 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R9 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R4 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R7 - Leaking Underground Storage Tanks on Indian Land. SLIC - Statewide SLIC Cases. SLIC REG 1 - Active Toxic Site Investigations. SLIC REG 2 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 3 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 4 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 5 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 6V - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 6L - SLIC Sites. SLIC REG 7 - SLIC List. SLIC REG 8 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. Sacramento Co. CS - Toxic Site Clean-Up List. SLIC REG 9 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing.

State/Tribal Tanks: UST Active UST facilities gathered from the local regulatory agencies UST - Active UST Facilities AST - Aboveground Petroleum Storage Tank Facilities. INDIAN UST R6 - Underground Storage Tanks on Indian Land. INDIAN UST R5 - Underground Storage Tanks on Indian Land. INDIAN UST R4 - Underground Storage Tanks on Indian Land. INDIAN UST R9 - Underground Storage Tanks on Indian Land. INDIAN UST R8 - Underground Storage Tanks on Indian Land. INDIAN UST R7 - Underground Storage Tanks on Indian Land. INDIAN UST R10 - Underground Storage Tanks on Indian Land. INDIAN UST R1 - Underground Storage Tanks on Indian Land.

Database Descriptions

State/Tribal VCP: VCP Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs. VCP - Voluntary Cleanup Program Properties

US Brownfields: US BROWNFIELDS Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs. US BROWNFIELDS - A Listing of Brownfields Sites

Other SWF: CA LA LF SAN DIEGO CO. LF - Solid Waste Facilities. WMUDS/SWAT - Waste Management Unit Database. LOS ANGELES CO. LF - List of Solid Waste Facilities. VENTURA CO. LF - Inventory of Illegal Abandoned and Inactive Sites. Solid Waste Facilities in Los Angeles County. VENTURA CO. LF - List of Solid Waste Facilities

Other Haz Sites: SCH This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose. SCH - School Property Evaluation Program SAN DIEGO CO. HMMD - Hazardous Materials Management Division Database. US CDL - Clandestine Drug Labs.

Other Tanks: SWEEPS UST Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list. SWEEPS UST - SWEEPS UST Listing ALAMEDA CO. UST - Underground Tanks. KERN CO. UST - Underground Storage Tank Sites & Tank Listing. MARIN CO. UST - Underground Storage Tank Sites. NAPA CO. UST - Closed and Operating Underground Storage Tank Sites. ORANGE CO. UST - List of Underground Storage Tank Facilities. RIVERSIDE CO. UST - Underground Storage Tank Tank List. SAN FRANCISCO CO. UST - Underground Storage Tank Information. SOLANO CO. UST - Underground Storage Tanks. SUTTER CO. UST - Underground Storage Tanks. VENTURA CO. UST - Underground Tank Closed Sites List. YOLO CO. UST - Underground Storage Tank Comprehensive Facility Report. EL SEGUNDO UST - City of El Segundo Underground Storage Tank. LONG BEACH UST - City of Long Beach Underground Storage Tank. UST SAN JOAQUIN - San Joaquin Co. UST. TORRANCE UST - City of Torrance Underground Storage Tank. UST MENDOCINO - Mendocino County UST Database. CA FID UST - Facility Inventory Database.

Local Land Records: DEED Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners. DEED - Deed Restriction Listing

Spills: HMIRS Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT. HMIRS - Hazardous Materials Information Reporting System CHMIRS - California Hazardous Material Incident Report System. Orange Co. Industrial Site - List of Industrial Site Cleanups.

Database Descriptions

Other: RCRA NonGen / NLR RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste. RCRA NonGen / NLR - RCRA - Non Generators / No Longer Regulated FEDLAND - Federal and Indian Lands. TSCA - Toxic Substances Control Act. TRIS - Toxic Chemical Release Inventory System. SSTS - Section 7 Tracking Systems. RAATS - RCRA Administrative Action Tracking System. PRP - Potentially Responsible Parties. PADS - PCB Activity Database System. ICIS - Integrated Compliance Information System. FTTS - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). FTTS INSP - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). MLTS - Material Licensing Tracking System. RADINFO - Radiation Information Database. BRS - Biennial Reporting System. INDIAN RESERV - Indian Reservations. LEAD SMELTER 1 - Lead Smelter Sites. LEAD SMELTER 2 - Lead Smelter Sites. US AIRS (AFS) - Aerometric Information Retrieval System Facility Subsystem (AFS). US AIRS MINOR - Air Facility System Data. FINDS - Facility Index System/Facility Registry System. CUPA - CUPA Resources List. CUPA AMADOR - CUPA Facility List. CUPA BUTTE - CUPA Facility Listing. CUPA CALVERAS - CUPA Facility Listing. CUPA COLUSA - CUPA Facility List. CUPA DEL NORTE - CUPA Facility List. CUPA EL DORADO - CUPA Facility List. CUPA FRESNO - CUPA Resources List. CUPA HUMBOLDT - CUPA Facility List. CUPA IMPERIAL - CUPA Facility List. CUPA INYO - CUPA Facility List. CUPA KINGS - CUPA Facility List. CUPA LAKE - CUPA Facility List. CUPA MADERA - CUPA Facility List. CUPA MERCED - CUPA Facility List. CUPA MONO - CUPA Facility List. CUPA MONTEREY - CUPA Facility Listing. CUPA NEVADA - CUPA Facility List. CUPA SAN LUIS OBISPO - CUPA Facility List. CUPA SANTA BARBARA - CUPA Facility Listing. CUPA SANTA CLARA - Cupa Facility List. CUPA SANTA CRUZ - CUPA Facility List. CUPA SHASTA - CUPA Facility List. CUPA SONOMA - Cupa Facility List. CUPA TUOLUMNE - CUPA Facility List. CUPA YUBA - CUPA Facility List. HAZNET - Facility and Manifest Data. Sacramento Co. ML - Master Hazardous Materials Facility List. San Bern. Co. Permit - Hazardous Material Permits. LA Co. Site Mitigation - Site Mitigation List. WDS - Waste Discharge System.

Database Sources

NPL: EPA

Updated Quarterly

NPL Delisted: EPA

Updated Quarterly

CERCLIS: EPA

Updated Quarterly

NFRAP: EPA

Updated Quarterly

RCRA COR ACT: EPA

Updated Quarterly

RCRA TSD: Environmental Protection Agency

Updated Quarterly

RCRA GEN: Environmental Protection Agency

Updated Quarterly

Federal IC / EC: Environmental Protection Agency

Varies

ERNS: National Response Center, United States Coast Guard

Updated Annually

State/Tribal NPL: Department of Toxic Substances Control

Updated Quarterly

State/Tribal CERCLIS: Department of Toxic Substances Control

Updated Quarterly

State/Tribal SWL: Department of Resources Recycling and Recovery

Updated Quarterly

State/Tribal LTANKS: Department of Environmental Health

Updated Annually

Database Sources

State/Tribal Tanks: SWRCB

Updated Semi-Annually

State/Tribal VCP: Department of Toxic Substances Control

Updated Quarterly

US Brownfields: Environmental Protection Agency

Updated Semi-Annually

Other SWF: Environmental Health Division

Updated Annually

Other Haz Sites: Department of Toxic Substances Control

Updated Quarterly

Other Tanks: State Water Resources Control Board

No Update Planned

Local Land Records: DTSC and SWRCB

Updated Semi-Annually

Spills: U.S. Department of Transportation

Updated Annually

Other: Environmental Protection Agency

Varies

Street Name Report for Streets near the Target Property

Target Property: NORTH OF BANNING AIRPORT
BANNING, CA 92220

JOB: NA

Street Name	Dist/Dir	Street Name	Dist/Dir
I-10 E	0.16 NNW		
I-10 W	0.18 NNW		

APPENDIX E

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM FINDINGS OF FACT FOR BANNING AIRPORT

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY

BANNING AIRPORT
BANNING, CALIFORNIA
SITE NO. J09CA732600

FINDINGS OF FACT

1. The Department of Defense (DOD) is not known to have acquired nor have had any controlling interest in Banning Airport, Banning California. Real estate records were neither specific nor complete. The airport was established by private parties in 1927 on 68 acres of privately owned land.

2. In 1943, the U.S. Army conducted a training program for Army engineers in airport construction at the airport. As a result of the training program, the landing strip was lengthened and oiled. DOD made no other improvements to the site. The landing strip continues to be beneficially used. Anecdotal evidence supports ad hoc use of the airport during World War II by General Patton.

3. No DOD disposal actions were necessary. The airport is currently owned and operated by the City of Banning, which has enlarged the airport site to 127.15 acres. It is primarily used by the general public and North American Jet Charters.

DETERMINATION

Based on the foregoing Findings of Fact, it has been determined that this site has been formerly used by the Department of Defense. It is therefore eligible for the Defense Environmental Restoration Program-Formerly Used Defense Sites, established under 10 USC 2701 et seq.

21 Sep 99
DATE

Thomas D. Hodgini COL EN
PETER T. MADSEN
for Colonel (P), U.S. Army
Commanding

SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. J09CA732600
BANNING AIRPORT
20 August 1999

SITE NAME: BANNING AIRPORT; also known as Banning Landing Strip; Banning Flight Strip; Rogers Airport.

LOCATION: Banning Airport is located within the City of Banning, at its eastern boundary. It is immediately south of Interstate Highway 10.

SITE HISTORY: Banning airport was established in 1927 on 68 acres of land purchased from the Southern Pacific Railroad Company by members of the Banning Kiwanis Club and the Banning Post of the American legion. The airport comprised a hangar and 2,240 feet dirt landing strip. In the mid 1930s the airport was annexed by the City of Banning, which subsequently improved the site and enlarged it to 127.15 acres. The airport remains in operation and is principally used by the general public. Recently North American Jet Charter started operation of flights to Europe and South America from the airport.

Military use of the airport is well known. In 1943 the U.S. Army conducted a training program for Army engineers in airport construction at the airport. The program, known as *Project X: How to Build an Air Field in Italy*, resulted in improvement of the landing strip and extension of the strip to 5,000 feet. No other improvements were made to the airport by the military. The landing strip continues to be beneficially used. Listing of the airport in various military publications supports its use by the U.S. Army and the U.S. Army Air Corps during WWII. There is anecdotal evidence that General Patton used the airport during WWII to travel between the Third Army headquarters in Banning and his field headquarters in the California Arizona Maneuver Area. No evidence was found of ordnance use or storage at the airport.

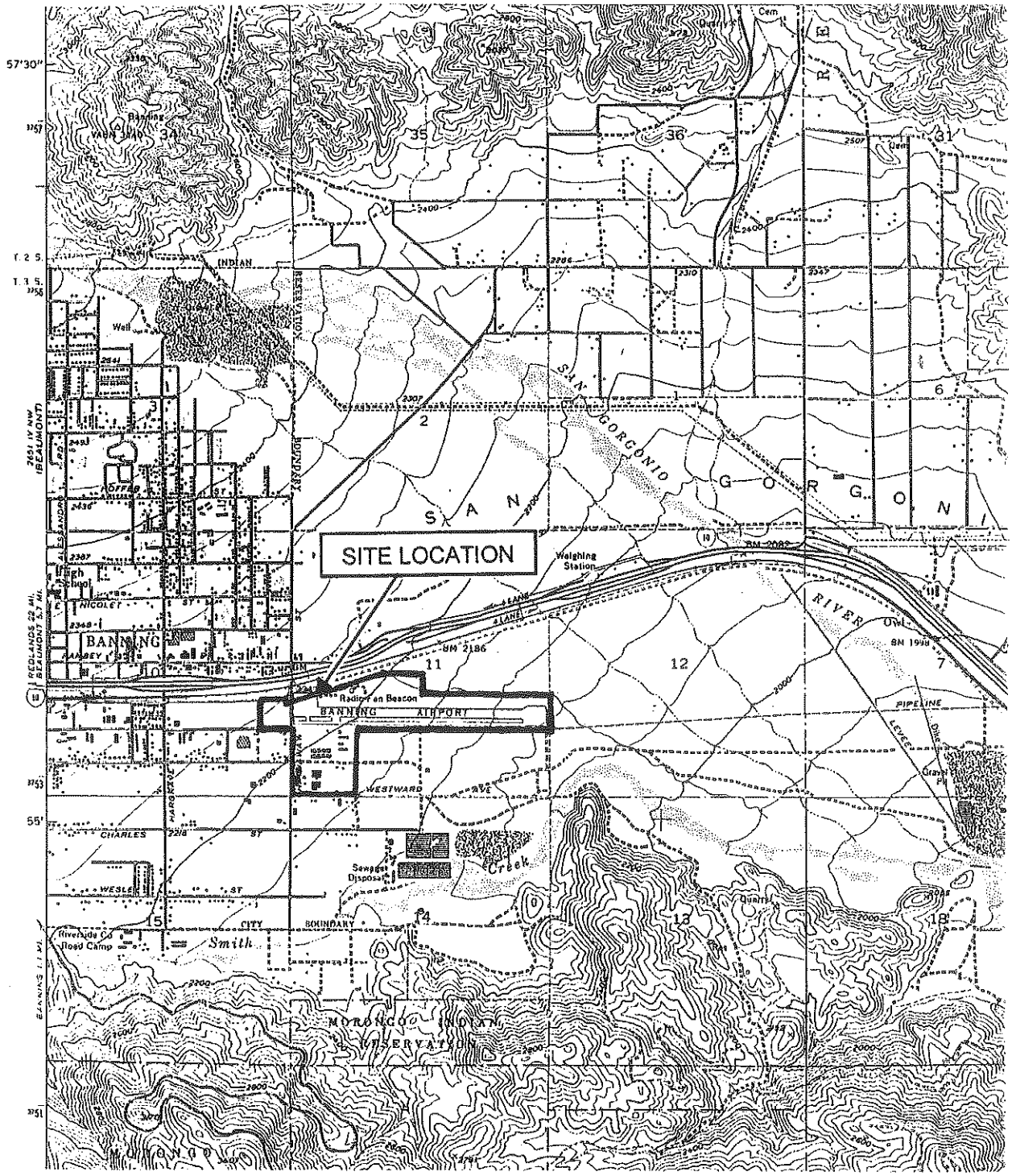
SITE VISIT: The site was visited on 9 June 1999 by Joyce Clarke and John Pacetti of Science Applications International Corporation, Fountain Valley, California. The primary site contact was Mr. Earl Seay, owner of Banning Aviation Services, Banning Municipal Airport, Banning, California.

CATEGORY OF HAZARD: None.

PROJECT DESCRIPTION: No potential Projects at this site.

AVAILABLE STUDIES AND REPORTS: A history of Banning Airport has been compiled by the San Gorgonio Pass Pilots' Association and is held by the San Gorgonio History Association.

DISTRICT POC: Jeffery B. Armentrout, Los Angeles District (213) 452-3720.



TOWNSHIP 3 SOUTH, RANGE 1 EAST

U.S.G.S. TOPO, 7.5' CABAZON, CALIF. 1956, PHOTREVISED 1988

N

CALIF

QUADRANGLE LOCATION

0 1 MILE

SCALE IN MILES

An Employee-Owned Company
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION

SITE LOCATION
BANNING AIRPORT
J09CA732600
BANNING, CA

PROJECT NO.		
01-255-04-1838		
DRAWN BY	CHECKED BY	DATE
JP	JC	08-99

APPENDIX F

STATEMENT OF QUALIFICATIONS
FOR HEI CORPORATION

HEI CORPORATION

HEI Corporation was established in 1992 to respond to a need that exists in the environmental industry. There were many outstanding "full service" environmental firms in Southern California. Very few, however, specialized in performing Phase I Environmental Site Assessments (ESA's). For many firms, the ESA was and is approached as a way of positioning themselves to get any additional work recommended therein. This had led many to recognize the inherent conflict of interest that this represents. HEI Corporation eliminates this potential conflict in that no other environmental services are offered.

HEI Corporation, which also does business as Hayden Environmental, recognizes the importance of an ESA. The company was formed with the expressed purpose of providing the best, most complete, most thoroughly researched report available. At HEI Corporation, our fees are always competitive. Also, because we are not in the business of conducting Site Investigations (phase II's) there is no undue incentive to recommend them.

Our assessments are grounded in a solid understanding of the primary function of an ESA. Liability for environmental contamination can be expensive and time consuming in the extreme. While there is no guarantee that it will, an ESA is designed to allow a party coming into possession of real property, either as a tenant, buyer or lender forced to foreclose, to avail themselves of the "innocent landowner" defense. ESA's can also be a very valuable tool for an owner or tenant to establish a baseline condition of a property proper to the commencement of a lease.

Hayden Environmental has researched the law and adheres to the standards for environmental assessments promulgated by the ASTM Designation E 1527-13.

All Hayden Environmental Phase I assessments will include these five basic components:

- Subject property inspection and surrounding property observation
- Federal, state, tribal and local agency environmental database review
- County and /or municipal government record review
- Historical use review using aerial photographs, Sanborn maps and/or archive city directories
- Interviews with the current and former owners and occupants of the subject property

Hayden Environmental is fully insured, with policy coverage of $2,000,000 for Professional Liability and $1,000,000 for General Liability.

CHRISTOPHER M. HAYDEN

Chris Hayden, EP, has been in the environmental field since 1991. He began with a large multinational firm as the regional sales and marketing representative for Western U.S. He dealt primarily with firms in the energy, mining and real estate development fields. Seeking to broaden his "hands on" experience, he began working with a local firm in 1992. While there, he had the opportunity to work on a variety of projects, including environmental site assessments and site investigations. Seeing the need for a firm that specialized in conducting reliable, thorough and reasonably priced environmental site assessments while avoiding potential conflicts of interest, he formed Hayden Environmental in 1992. Hayden, through his years of experience, has earned the designation of Environmental Professional (EP) as defined in Section 40 C.F.R. § 312.10(b).

Mr. Hayden also serves on the ASTM E50 Committee which reviews, revises and enforces the standards for environmental assessments currently promulgated by the ASTM Designation E 1527-13.

Prior to 1991 Hayden had been in the real estate industry for twelve years. He last worked as an industrial real estate broker with Grubb & Ellis in Newport Beach, CA.

Hayden has a Bachelors of Arts in Biology from Humboldt State University in Arcata, California. He has taken several classes in the Environmental Site Investigation and Remediation Certification program at the University of California at Irvine.

ENVIRONMENTAL COURSES/SEMINARS COMPLETED

40 Hour HazMat Health and Safety Training

ASTM Standards Technology Training in Phase I Site Assessments for Environmental Professionals

Principles of Hazardous Materials Management

Regulatory Framework of Hazardous and Toxic Substances

Groundwater Hydrology: Monitoring, Protection and Clean-up

The Site Investigation and Remedial Feasibility Process

The Site Remediation Process for Hazardous Substance Impacts

Environmental Aspects of Souls Engineering and Geology

Innovative Soils Gas Monitoring and Remediation Applications

A Partial List of Current and Former Clients Includes:

CLIENT	CLIENT
US Bank	First California Bank
Bank of America	Comerica Bank
Bank of Internet/Apartmentbank	U. S. Trust Co.
Orange County Business Bank	First Citizens Bank
First Security Bank	Bank of the West
Pacific Enterprise Bank	PFF Bank & Trust
Community Bank	Southland EDC
American Security Bank	Wells Fargo Bank
California Bank & Trust	Investment Building Group (IBG)
Farmers & Merchants Trust	Messenger Investment Company
Spectrum Commercial Lending	The Koll Company
City National Bank	Steadfast Companies
Palm Desert National Bank	Shaw Properties
1st Capital Bank	Rexco Real Estate Development
California Statewide CDC	Cardinal Development Company
First American Bank	Lord Constructors
Hamni Bank	Caribou Industries
First Foundation Bank	Western National Realty Advisors
Sun Country Bank	Sares-Regis Group
Union Bank of California	Gilmore Associates
Bank of China	Aardex Corporation
Foothill Independent Bank	Arlen Capital
Dynex Financial, Inc.	Martin Building Company
Silvergate Bank	NPL Construction Co.
Finova Corporation	Carmenita Investment Properties
ARCS Commercial Mortgage	The Davidson Group
GE Financial Corporation	National Golf Properties
Sanwa Bank	Nextel Communications
BBVA Compass	Coca Cola Enterprises
First Union Small Business Capital	General Telephone Company
California Republic Bank	Intuit
Bank One	Rockwell International
Sun Life of America	Pacific Sales
Plaza Bank	University of Southern California
City of Los Angeles CRA	Pepperdine University

REFERENCES

Lenders

Mr. Murray Anderson
US Bank
3121 Michelson Drive, Suite 326
Irvine, CA 92612
T: 949-230-6562
Email: Murray.Anderson@usbank.com

Mr. Grady Kjesbo
Community Bank
2100 Main Street, Suite 103
Irvine, CA 92814
T: 949-223-4148
Email: gkjesbo@cbank.com

Real Estate Developer

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President
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T.: 949-852-0700
Email: bmurray@steadfastcompanies.com

Real Estate Brokers

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Email: thawke@stratarealty.com

Mr. Richard C. John
Executive Vice President
Branch Manager
Daum Commercial Real Estate Services
3595 East Inland Empire Blvd., Bldg. 5
Ontario, CA 91764
T: 909-980-1234
Email: rj@daumcommercial.com

HEICO-1 OP ID: BT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/25/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Van Oppen & Co. 2, Inc.
P.O. Box 793
Teton Village, WY 83025
Rick van Oppen

CONTACT NAME: Brenda Todd
PHONE (A/C, No, Ext): 800-746-0048 FAX (A/C, No):
E-MAIL ADDRESS: service@vanoppenco2.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Westchester Surplus Lines	10172
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
HEI Corporation
1805 Peninsula Pl
Costa Mesa, CA 92627

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			G24331337 003	11/04/2016	11/04/2018	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 50,000
	X CPL(Pollution)						MED EXP (Any one person)	$ 10,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						PERSONAL & ADV INJURY	$ 1,000,000
	X POLICY PRO-JECT LOC						GENERAL AGGREGATE	$ 2,000,000
	OTHER:						PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
A	AUTOMOBILE LIABILITY			G24331337 003	11/04/2016	11/04/2018	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	ALL OWNED AUTOS / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS / X NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N / A (Mandatory in NH)						E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Professional Lia			G24331337 003	11/04/2016	11/04/2018	Ea Claim	1,000,000
	"Claims Made"			SUBJECT TO GL AGGREGATE			Aggregate	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

General Info

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
F. van Oppen

SCST, Inc.
Corporate Headquarters
6280 Riverdale Street
San Diego, CA 92120
P 619.280.4321
T 877.215.4321
F 619.280.4717
W www.scst.com

June 16, 2016

SCST No. 160299N
Report No. 1

Ms. Sue Smith
Banning Industrial, LP
17842 Mitchell North, Suite 100
Irvine, California 92614

Subject: GEOTECHNICAL UPDATE
BANNING DISTRIBUTION CENTER
BANNING, CALIFORNIA

References: Geotechnics Incorporated (2005), *Geotechnical Investigation, Banning Airport Industrial Park, Banning, California,* Project No. 1060-001-00, Document No. 15-0621, July 7.

HPA Architecture (2016), *Overall Site Plan, Banning Distribution Center, Banning, CA,* Sheet A1.1, February 25.

Southern California Soil & Testing, Inc. (2015), *Infiltration Testing, Banning Airport Industrial Park, Banning, California,* SCST No. 150390N-1, August 24.

Dear Ms. Smith:

In accordance with your authorization, SCST, Inc. prepared this geotechnical update for the subject project. We understand the project will consist of the design and construction of a 1,000,000-square foot commercial/industrial building, storm water detention basins and pavements for site access and parking.

CONCLUSIONS

An SCST representative visited the site on June 13, 2016. Our observations indicate that the site is in the same general condition as when originally investigated. Accordingly, the findings and conclusions of the project geotechnical report (Geotechnics Incorporated, 2005) remain valid.

The main geotechnical consideration affecting the proposed development is the presence of potentially compressible surficial soil. Remedial grading as recommended in the project geotechnical report will need to be performed to reduce the potential for distress to structures and settlement sensitive improvements. The proposed structure can be supported on shallow spread footings with bottom levels entirely on compacted fill.

UPDATED RECOMMENDATIONS

The remainder of this report presents updated geotechnical recommendations for design of the proposed structures and improvements. The recommendations contained in the project geotechnical report remain applicable except as updated or revised herein.

CBC Seismic Design Parameters

The project geotechnical report was prepared prior to the current 2013 California Building Code (CBC). Updated 2013 CBC seismic design parameters are presented below.

Site Coordinates: Latitude 33.92532°
Longitude -116.84534°
Site Class: D
Site Coefficients, F_a = 1.000
F_v = 1.500
Mapped Spectral Response Acceleration at Short Period, S_s = 2.019g
Mapped Spectral Response Acceleration at 1-Second Period, S_1 = 0.977g
Design Spectral Acceleration at Short Period, S_{DS} = 1.346g
Design Spectral Acceleration at 1-Second Period, S_{D1} = 0.977g
Site Peak Ground Acceleration, PGA_M = 0.793g

Building Slab-On-Grade

The project structural engineer should design the interior concrete slabs-on-grade floor. However, we understand that the building slab will be 7 inches thick and will be dowelled at the joints. The proposed building slab is acceptable to SCST. Where moisture sensitive floor coverings will be used, we recommend installing moisture protection beneath the slab. The project architect should review the tolerable moisture transmission rate of the proposed floor covering and specify an appropriate moisture protection system.

Portland Cement Concrete Pavement

Portland cement concrete pavement design was performed in accordance with the simplified design procedure of the Portland Cement Association. This method is based on a 20-year design life. For design, it was assumed that aggregate interlock joints will be used for load transfer across control joints. The concrete was assumed to have a minimum 28-day flexural strength of 600 psi. The subgrade soils are assumed to provide "high" support, corresponding to sands and sand-gravel mixtures relatively free of plastic fines. Based on these assumptions, we recommend that the pavement section consist of 6 inches of Portland cement concrete over the compacted subgrade. The top 12 inches of subgrade should be scarified, moisture conditioned to near optimum moisture content, and compacted to at least 95% relative compaction. All soft or yielding areas should be removed and replaced with compacted fill. All materials and methods of construction should conform to good engineering practices and the minimum standards of the City of Banning.

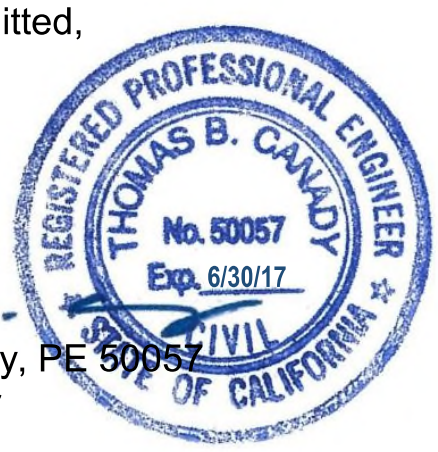
Geotechnical Engineering During Construction

The geotechnical engineer should review project plans and specifications prior to bidding and construction to check that the intent of the recommendations in this report has been incorporated. Observations and tests should be performed during construction. If the

conditions encountered during construction differ from those anticipated based on the subsurface exploration program, the presence of the geotechnical engineer during construction will enable an evaluation of the exposed conditions and modifications of the recommendations in this report or development of additional recommendations in a timely manner.

If you have questions, please call us at (619) 280-4321.

Respectfully submitted,
SCST, INC.



Thomas B. Canady, PE 50057
Principal Engineer

W. Lee Vanderhurst, CEG 1125
Principal Engineering Geologist

TBC:WLV

(1) Addressee via e-mail at sue@pacificnewport.com
(1) Bob Harding via email at bob@hd-const.com

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

RCALUC

March 1, 2017

Mr. Brian Guillot, Community Development Director
City of Banning
99 E. Ramsey Street
Banning CA 92220

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1023BA16
Related File No.:	DR16-7002 (Design Review)
APNs:	532-110-006, 532-130-001, 532-130-002

Dear Mr. Guillot:

On February 9, 2017, the Riverside County Airport Land Use Commission (ALUC) found City of Banning Case No. DR16-7002 (Design Review), a proposal to develop a 1,000,000 square foot industrial distribution warehouse building with 990,000 square feet of warehouse area and 10,000 square feet of office area and detention basins on 63.9 acres located southerly of Interstate 10, easterly of John Street, and northerly of Banning Municipal Airport, **CONDITIONALLY CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, pending Federal Aviation Administration (FAA) review, which has now been completed, subject to the following conditions, as amended to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letter issued on February 27, 2017 (new conditions, as added pursuant to FAA letter subsequent to hearing, shown in **bold type**).

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses shall be prohibited:

   (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, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, 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.

3. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Banning Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Banning.

4. The attached notice shall be provided to all potential purchasers and tenants of the property.

5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations 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 detention basin(s) shall not include trees that produce seeds, fruits, or berries.

6. The ALUC eligible open area shall be kept obstacle and obstruction free per ALUC open area definition.

7. This project has been evaluated as a proposal for 990,000 square feet of industrial distribution warehouse area and 10,000 square feet of office area. Any increase in total building area, increase in office area, or relocation of the building into either Zone B1, Zone B2, or both will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials in the Zone B1 and B2 areas of the project site without review and approval by the Airport Land Use Commission.

The following conditions have been added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letter issued on February 27, 2017 for Aeronautical Study No. 2017-AWP-376-OE.

8. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2017-AWP-376-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.**

9. **The proposed structure(s) shall not exceed a height of 47 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 2,208 feet above mean sea level.**

10. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**

11. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 47 feet in height and a maximum elevation of 2,208 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**

12. **Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure(s).**

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachment: Notice of Airport in Vicinity
Aeronautical Study No. 2017-AWP-376-OE

cc: William Patton, Banning Industrial, LP (applicant/property owner)
William Messenger Jr. (representative)
Nicole Torstvet, Albert Webb and Associates
Carl Szoyka, Airport Manager, City of Banning
ALUC Case File

Y:\AIRPORT CASE FILES\Banning\ZAP1023BA16\ZAP1023BA16LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-376-OE

Issued Date: 02/27/2017

William Patton
Banning Industrial, LP
17842 Mitchell N., Ste 100
Irvine, CA 92614

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Banning Industrial
Location:	Banning, CA
Latitude:	33-55-29.05N NAD 83
Longitude:	116-50-52.11W
Heights:	2161 feet site elevation (SE)
	47 feet above ground level (AGL)
	2208 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 08/27/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

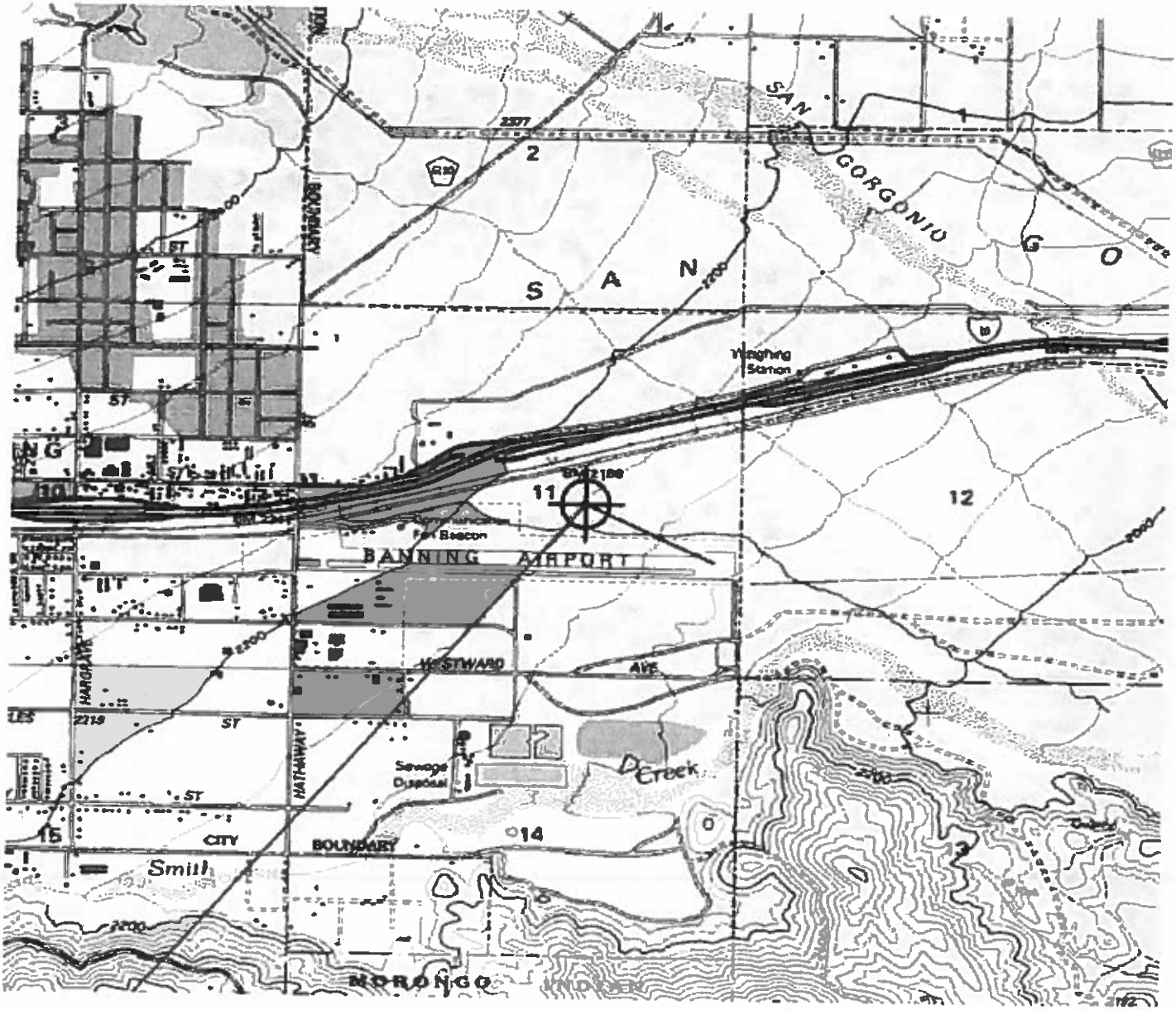
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

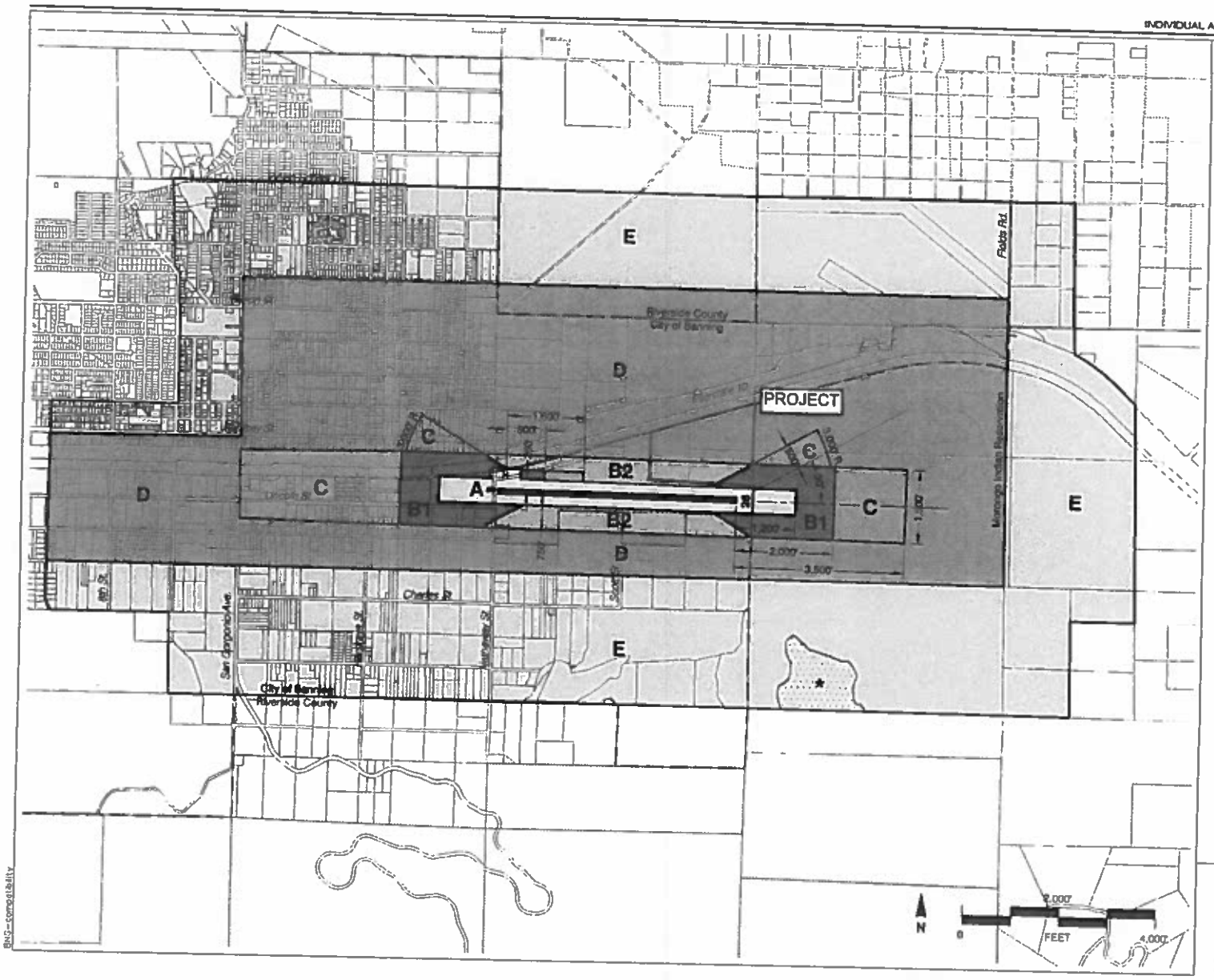
If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-376-OE.

Signature Control No: 314952255-323264589 (DNE)
LaDonna James
Technician

Attachment(s)
Map(s)

Verified Map for ASN 2017-AWP-376-OE





Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

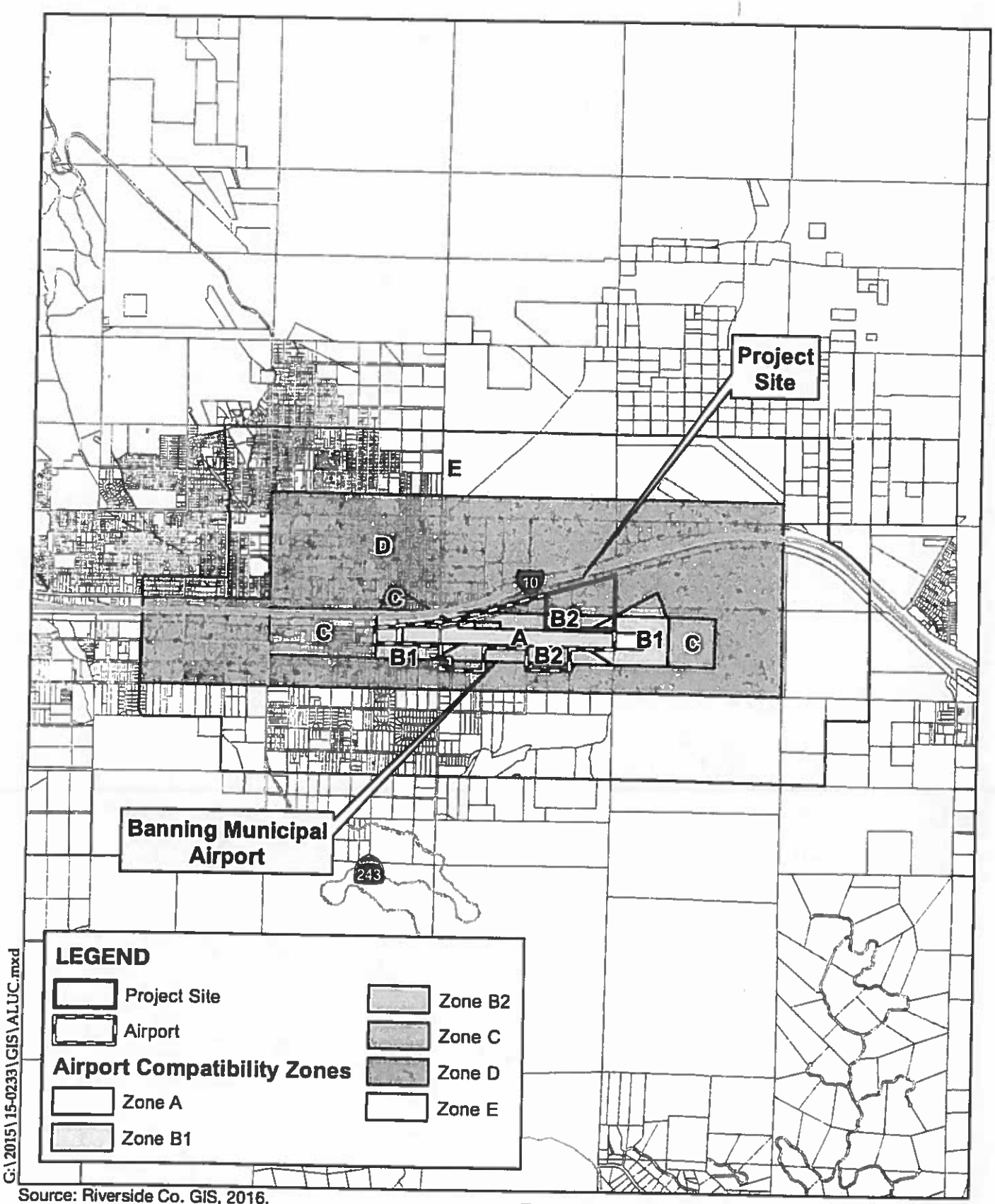
(Adopted October 2004)

Map BN-1

Compatibility Map

Banning Municipal Airport

BNG—compatibility



Source: Riverside Co. GIS, 2016.

N

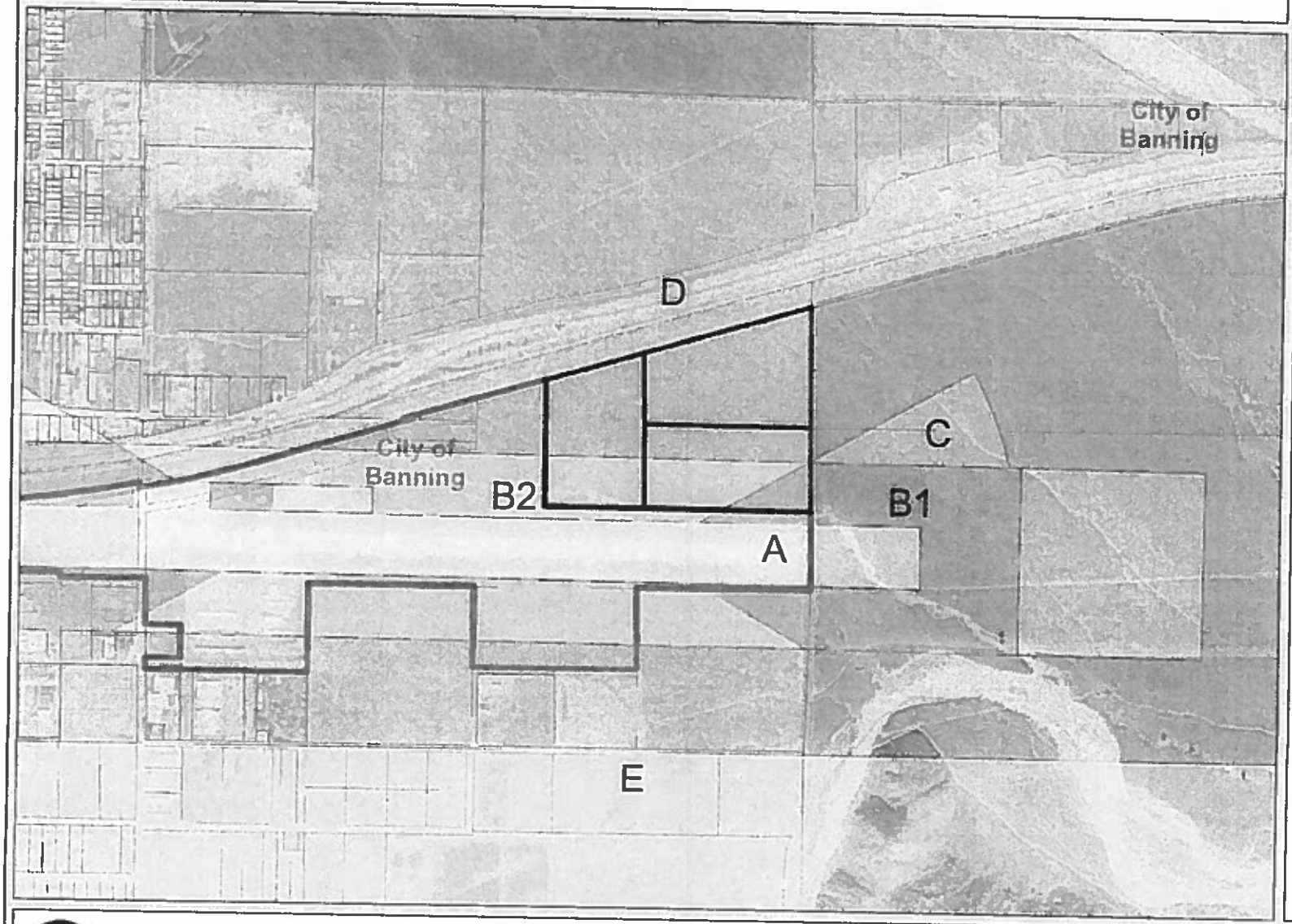
0 1 2 Miles

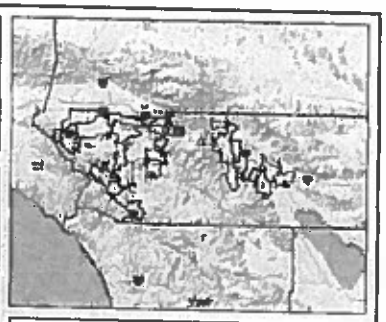
Project Site Relationship to Airports and Land Use Compatability Zones

Banning Distribution Center

ALBERT A. WEBB ASSOCIATES

My Map





Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

0 1,450 2,900 Feet

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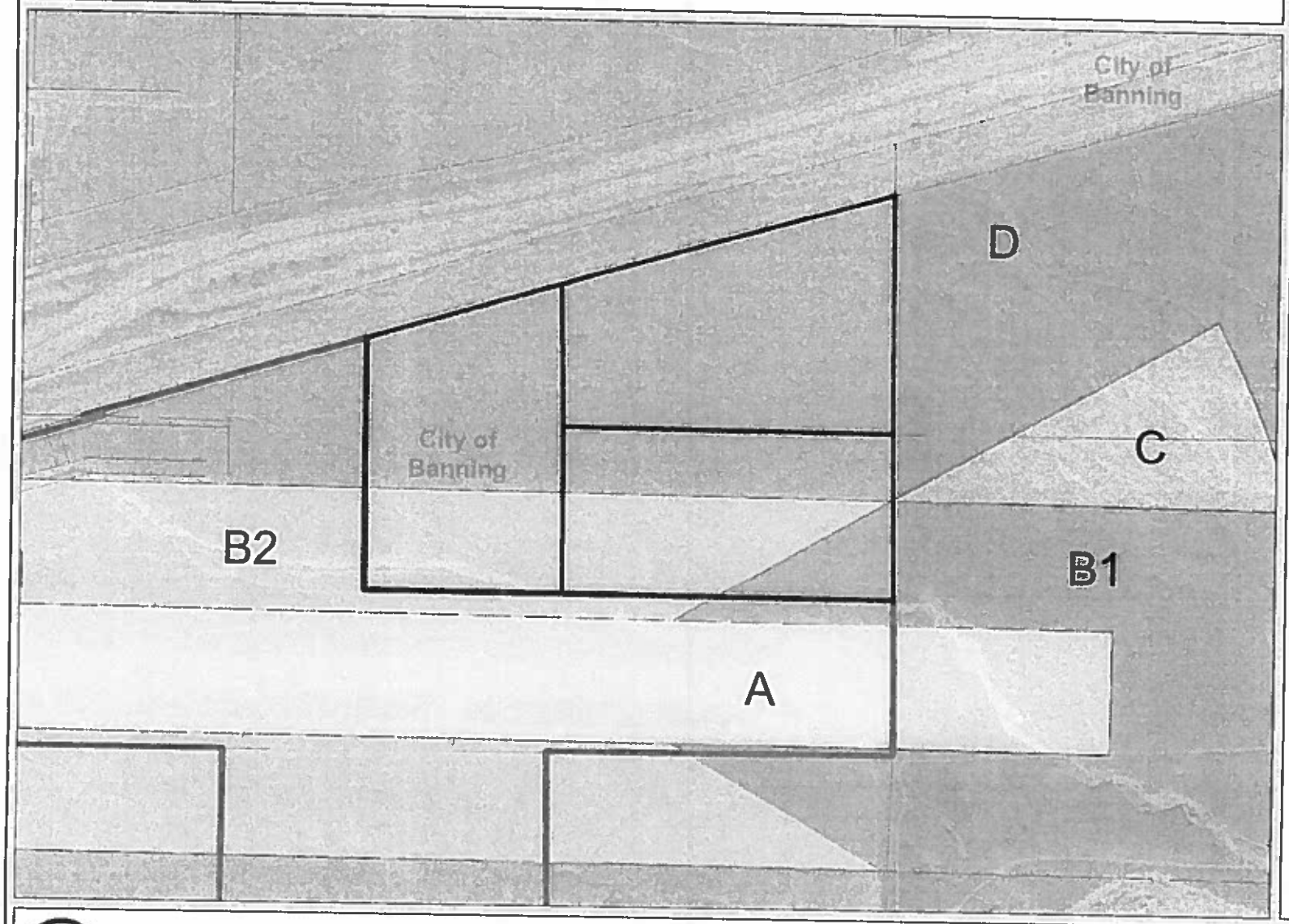
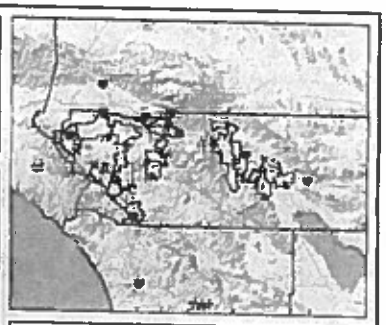
Notes

My Map





Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

0 725 1,450 Feet

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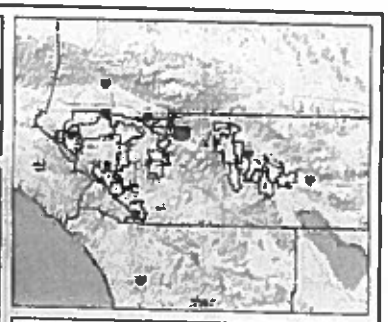
Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- roads
  - Major Roads
  - Arterial
  - Collector
  - Residential
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 2,900 5,801 Feet

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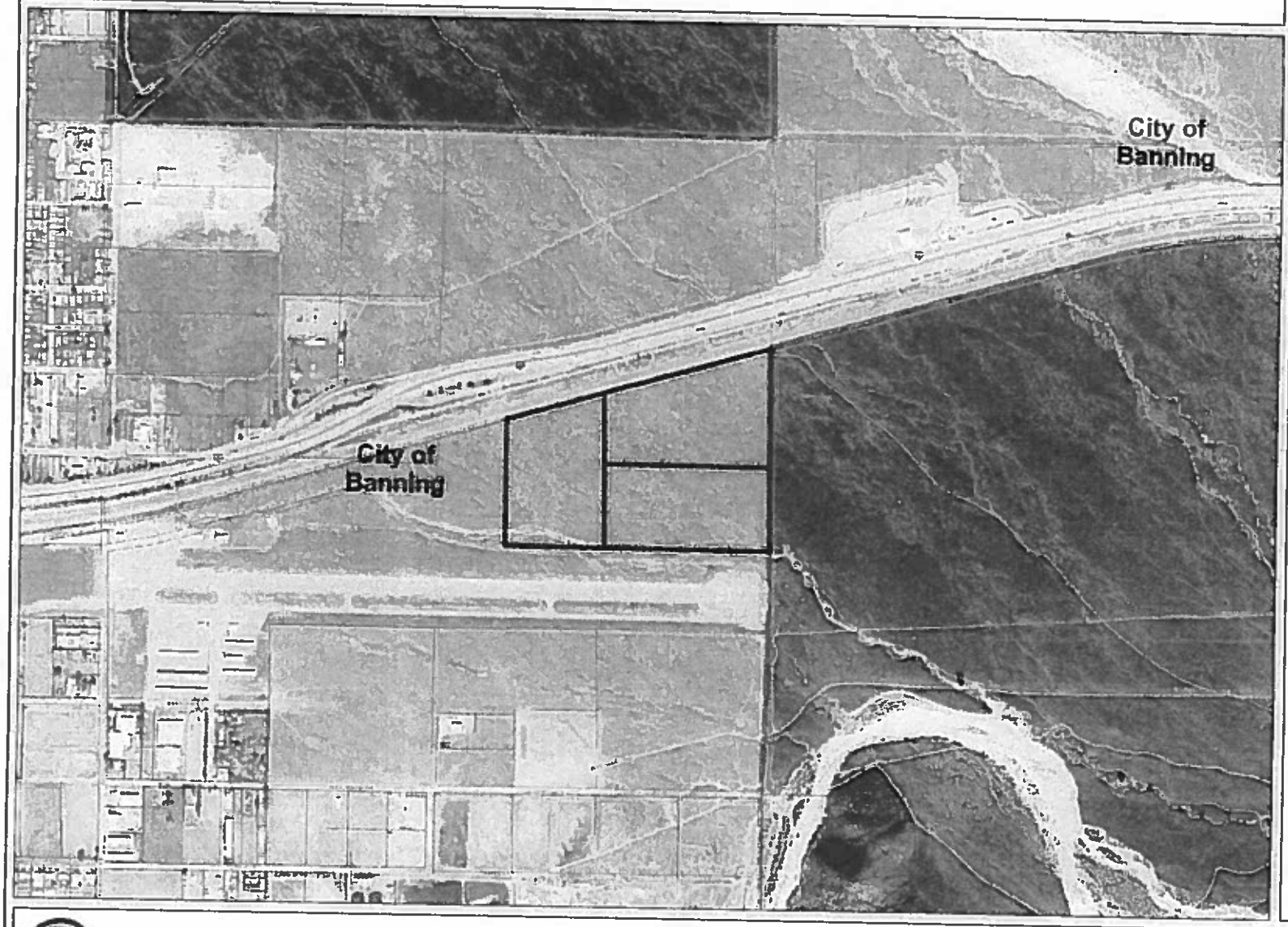

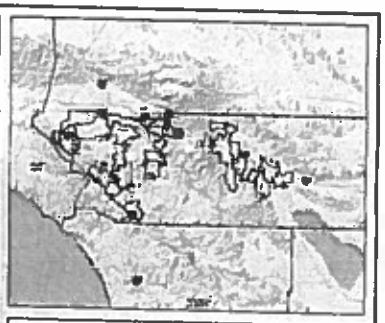

Legend

- Display Parcels
- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 1,450 2,900 Feet

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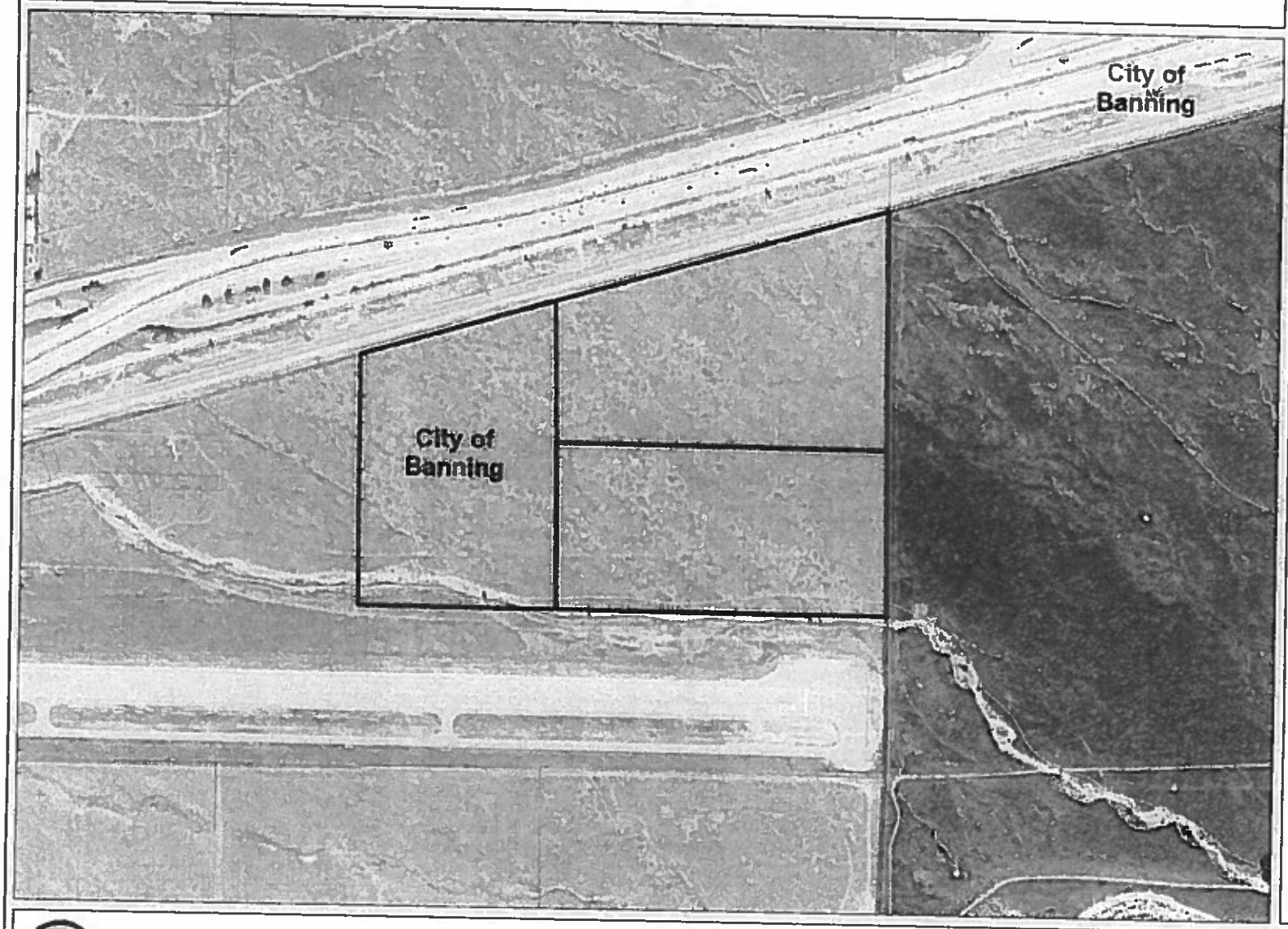
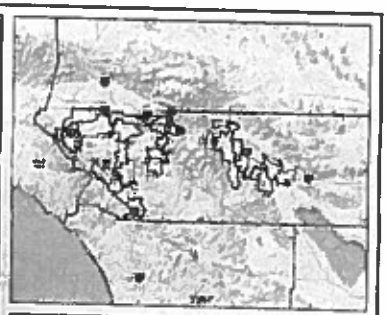
Notes

My Map





Legend

- Display Parcels
- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 725 1,450 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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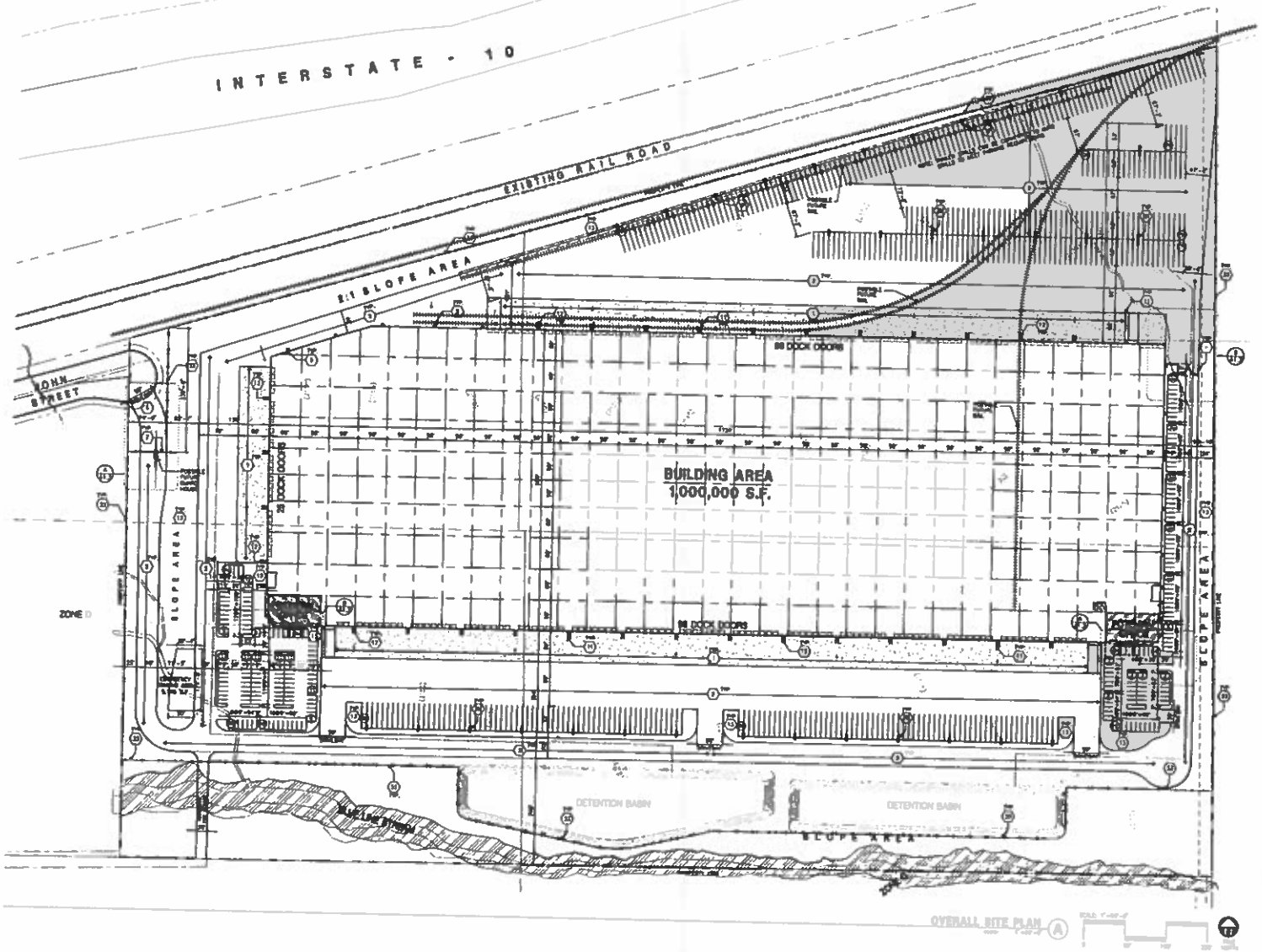
Notes



SITE PLAN KEYNOTES

SITE PLAN GENERAL NOTES

SITE LEGEND

HPA

Owner:

PACIFIC NEWPORT PROPERTIES

Project:

Banning Distribution Center

BANNING, CA

Consultants:

CIVIL	
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	
FIRE PROTECTION	
ELECTRONICS	
OTHER	

Title: Overall Site

Project Number:

Drawn by:

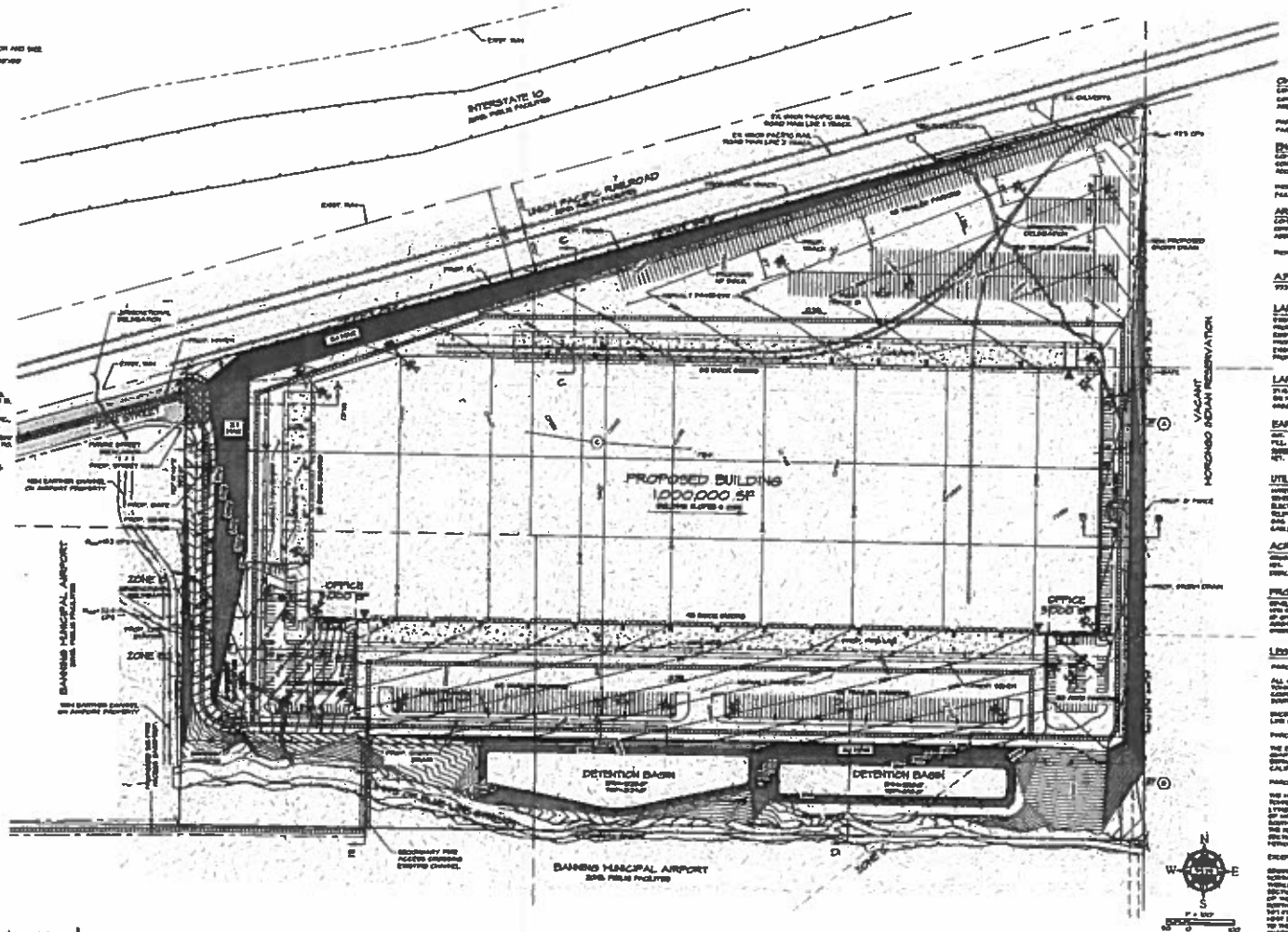
Date:

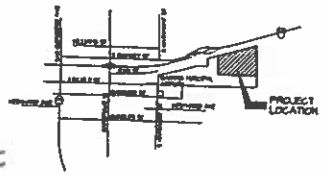
Revisions:

Sheet:

A1.1

CITY OF BANNING
BANNING DISTRIBUTION CENTER
DESIGN REVIEW NO.16-7002 & CONCEPTUAL GRADING PLAN





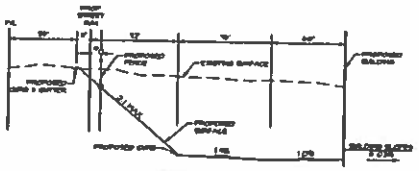
VICINITY MAP

NOTES:

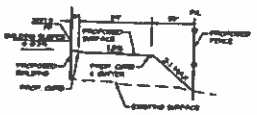
LEGEND

EASEMENT NOTES:

SITE TABULATION	BUILDING



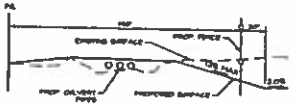
SECTION A-A



SECTION B-B

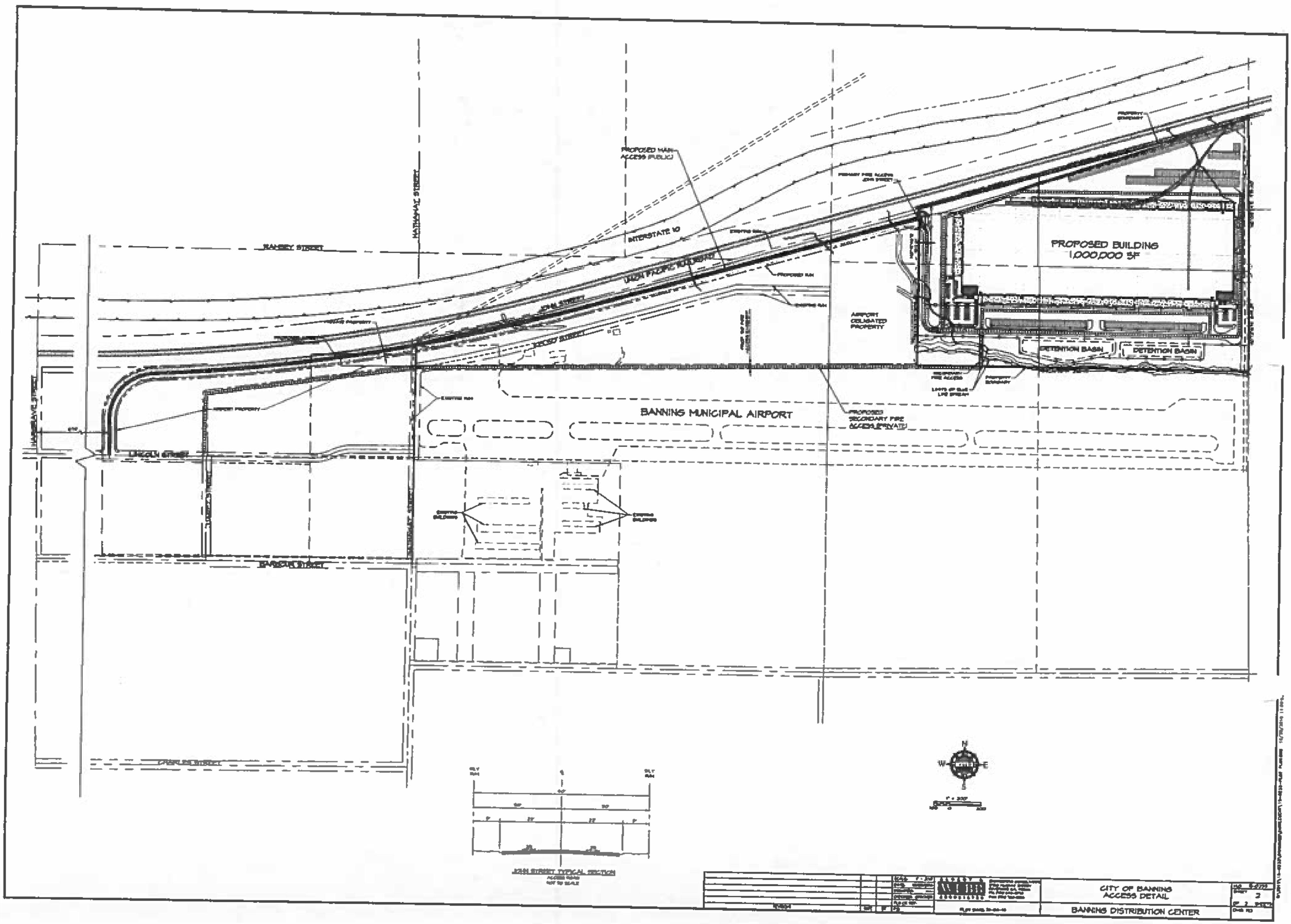
SECTION C-C

SECTION D-D

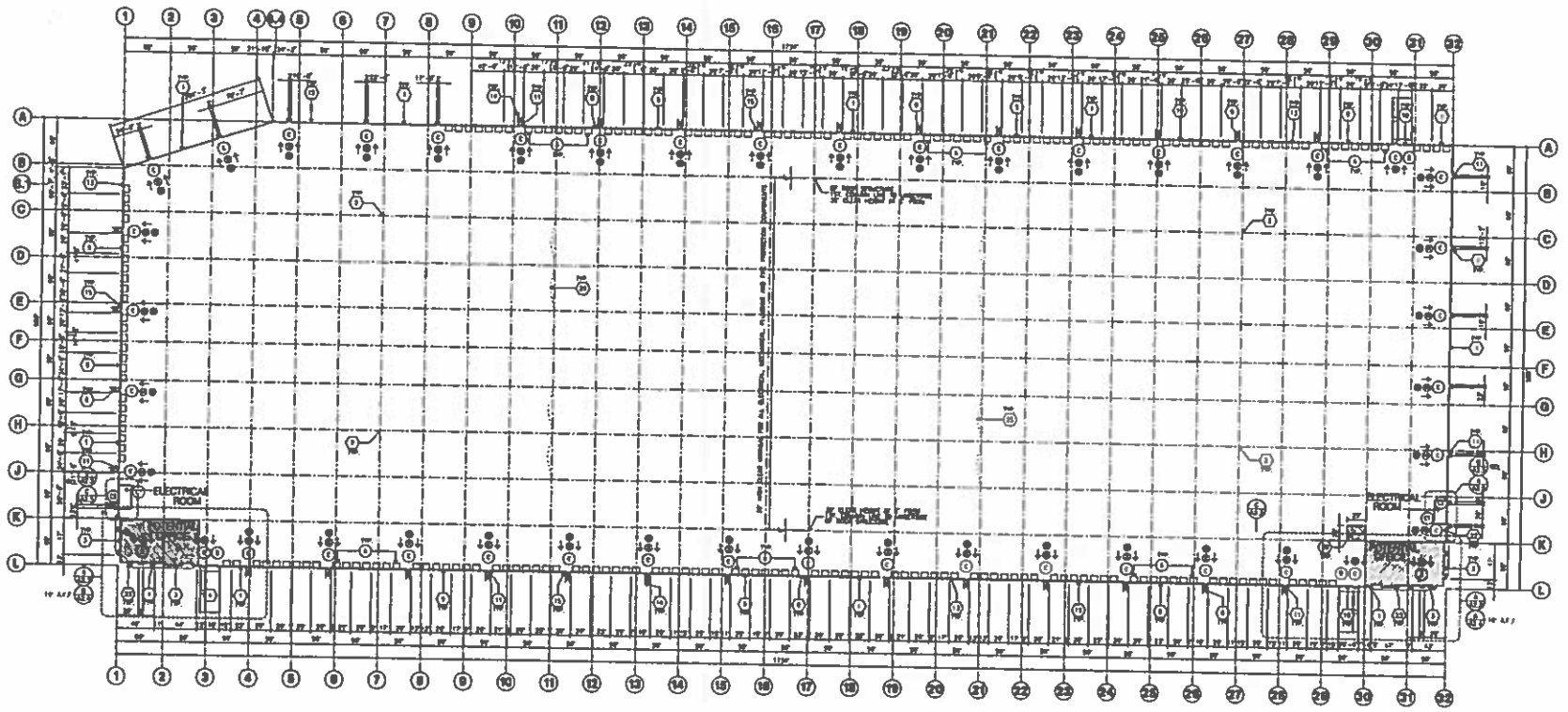


SECTION E-E

CITY OF BANNING
DESIGN REVIEW & CONCEPTUAL GRADING
BANNING DISTRIBUTION CENTER



PROPOSED BUILDING
1,000,000 SF
BANNING MUNICIPAL AIRPORT
INTERSTATE 10
UNION PACIFIC RAILROAD
JOHN STREET
LINCOLN STREET
RAMSEY STREET
HATHAWAY STREET
CHARLES STREET
HARGRAVE STREET
PROPOSED MAIN ACCESS (PUBLIC)
PROPOSED SECONDARY FIRE ACCESS (PRIVATE)
AIRPORT DELINEATED PROPERTY
DETENTION BASIN
DETENTION BASIN
PROPERTY BOUNDARY
EXISTING BUILDING
PROPOSED R/W
EXISTING R/W
JOHN STREET TYPICAL SECTION
CITY OF BANNING
ACCESS DETAIL
BANNING DISTRIBUTION CENTER



OVERALL FLOOR PLAN A

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL SEE "S" SHEET FOR THICKNESS AND SPEC. REQUIREMENTS.
2. STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
3. PAINTED, STRIATED/SMOOTH EXPOSED CONC. BLOCKING. SEE DETAIL 1/A5.2
4. CONCRETE STOOP W/ KEYWAY CONC. TILT-UP CURVED WALL ON BUILDING WALL ON BOTH SIDE OF DOOR, SEE DETAIL 13/A5.2 & SEE "S" SHEET.
5. 3'-0" X 1'0" TRUCK DOCK, RECESSED, PIT, STANDARD DOCK. SEE DOOR SCHEDULE A6.1.
6. EXTERIOR CONCRETE RAMP, SEE 1, 14/A5.2.
7. 3'-0"X3'-0"X4" INCH CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR DOOR OPENING TO LANDSCAPED AREA, PAINT TO BE MEDIUM BLOOM PAINT, SLOPE TO BE 1/4" : 12" MAX. PROVIDE SHIM TO MATCH SURFACE PER DAY REQUIREMENTS.
8. 4"X8" LOUVER WITH DISPOSABLE FILTER. SEE A/A6.4 DETAIL.
9. DOCK BUMP BUMPER, SEE DETAIL 4/A6.4
10. 12' X 14' SERVE SHELL SECTIONAL DR., STANDARD OPENG. SEE DOOR SCHEDULE A6.1.
11. 2'X7' HOLLOW METAL EXTERIOR MAN DOOR. SEE DOOR SCHEDULE A6.1.
12. EMPTY LANE ABOVE
13. 7 CLIMB, SEE 2/A6.4 DETAIL.
14. CONC. FILLED GUARD POST, 6" DIA. U.N.O., 42"H. SEE DETAIL 9/A6.1.
15. EXTERIOR DEMOUNTABLE BARN OVERFLOW SCUPPER. SEE DETAIL 11 & 12/A5.3.
16. TUBE STEEL CANOPY. SEE DETAIL =/A5.=.
17. HOSE BIB
18. HOSE BIB
19. DOCK BUMPER. MATCH TO EXISTING DOCK BUMPER. SEE DETAIL 12/A5.2.
20. 500 S.F. RECYCLE AREA.
21. HOSE BIB
22. HOSE BIB
23. ROOF ACCESS LADDER TO MEET CAL/OSHA REQ. SEE SEE DETAIL 20/A5.3. W/ LOCKABLE SWINGS PROTECTIVE CAGE.
24. EMERGENCY OVERFLOW SCUPPER AND 2 EMERGENCY OVERFLOW SCUPPER, SEE 17/A5.3 DETAIL.
25. KNOX BOX PER FIRE DEPARTMENT REQ. CONTRACTOR TO VERIFY LOCATION OF FIRE ALARM CONTROL PANEL AND TO INSTALL NEAR THE FIRE ALARM PANEL UNLESS STATED OTHERWISE BY THE FIRE DEPARTMENT
26. SPACE FRAME, SEE "S" SHEET
27. MECHANICAL ACCESSIBILITY PLATFORM, SEE DETAIL 15/A5.2

GENERAL NOTES - FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APPROXIMATELY 100' ON PERIMETER OF, A SPRINKLER SYSTEM WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. NOT USED
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE, COLUMNS ARE PAINTED ALL DOOR JAMB AND CMU WALLS IN WAREHOUSE ARE PAINTED.
F. SLOPE FROM STOOP 1/2" TO EXTERIOR OF ALL EMERGENCY EXITS. SEE "S" DRAWINGS FOR STOOP LOCATION.
G. ALL WAREHOUSE ARE TO THE FACE OF CONCRETE PANEL WALL, GYPSUM, 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.
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A6.1. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE INSPECTED INCLUDING SHOES AND TROLLEYS.
K. ALL DOOR OPENING IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN.
EXITS MARKED WITH AN ● SHALL ALSO BE MARKED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR OPENING " NOT A SHEETROCK ACCESSIBLE EXIT" INDICATE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.
L. STRICTLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

FLOOR SLAB AND POUR STRIPS REQ.

1. FLOOR CONSTRUCTION – SEE
2. TRENCH CONSTRUCTION – SEE
3. BUILDING FLOOR SLAB SEE "S" SHEET
4. CONTRACTOR TO BUILD PER CLASS V FLOOR PER A.C.I. 302-96
5. NOT USED
6. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL SURFACE FINISH.
7. CONTRACTOR TO CURE SLAB TO BE NOT CURING MEMB BLANKET CURE.
8. ALL EQUIPMENT & DRIVING VEHICLES SHALL BE INSPECTED.
9. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
10. SLAB TO BE FITED PLUS MEASURED WITHIN 24 HOURS.
11. NO FLY ASH IN THE CONCRETE
12. SHEETING, PROVIDE VAPOR BARRIER 10 MIL STONE UNDER THE CONCRETE SLAB, PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
13. SEE MIX.
14. MIX CONCRETE SLAB WITH ADHYDRO FORMULA

PAINT NOTES

1. INTERIOR CONC. WALL : SINGLE COAT OF ACRYLIC PAINT ON INTERIOR WALLS. COLOR: PRIMER – SHERWIN GARTZE
2. ALL STRUCTURAL STEEL MEMBER INC. COLUMNS, LEDGERS, JOISTS, & BRACING LIGHT GRAY SHOP PRIMER.
3. PAINT SAFETY SERVE YELLOW AT ALL INTERIOR COLUMN 12' A.F.F.

NOTE: ↑⊙↑ REQUIRED EXIT

NOTE: ● PROVIDE SIGNAGE: "NOT ACCESSIBLE"

WALL LEGEND - ALL FLOOR PLANS

1. CONCRETE TILT-UP WALL SEE "S" DRAWING FOR PANEL THICKNESS
2. CONCRETE TILT-UP WALL W/ FURRING SEE DETAIL 12/A5.2
3. STRUCTURAL SYSTEM SEE DETAIL 12/A5.4
4. 3 5/8", 20GA. METAL STUDS, U.N.O. @ 16" O.C. W/ 5/8" TYPE "X" GYP. BD. TO EXTEND 12" ABOVE FIN. CEILING, U.N.O. B. SEE ALSO 4 EXTEND 14" A.F.F.

SHIFT SOUND INSULATION, MATERIAL, INSULATION IS SPLIT BETWEEN CONDITIONED AND UNCONDITIONED AREAS

0–10 BETWEEN CONDITION & NON-CONDITION
0–11 BETWEEN CONDITION AREA
0–10 AT ABOVE CEILING
VERIFY WITH MECHANICAL PLAN ON ALL 0-VALUE

DISABLED ACCESS NOTES

1. EXITS MARKED WITH "●" SHALL BE INSTALLED DIRECTIONAL SIGNAGE W/ ARROW TO INDICATE NEAREST ACCESSIBLE EXIT. PROVIDE SIGNAGE "NOT ACCESSIBLE".
2. TACTILE EXIT SIGNS SHALL BE DESIGNED AT THE FOLLOWING LOCATIONS:
   a. EACH GRADE-LEVEL EXIT DOOR MARKED WITH "▲" THE TACTILE EXIT SIGN SHALL READ "EXIT"
   b. EACH EXIT DOOR MARKED WITH "■" THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP. THE TACTILE EXIT SIGN SHALL READ "EXIT STAIR SIGN" OR "EXIT RAMP SIGN".
3. EXIT SIGN SHALL BE PROVIDED PER CBC SECTION 1011.
4. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED BY MEANS OF EXITING FROM ALL OCCUPIED PARTS OF THE BUILDING.

HPA

Owner:

PACIFIC NEWPORT PROPERTIES

Project:

Banning Distribution Center

BANNING, CA

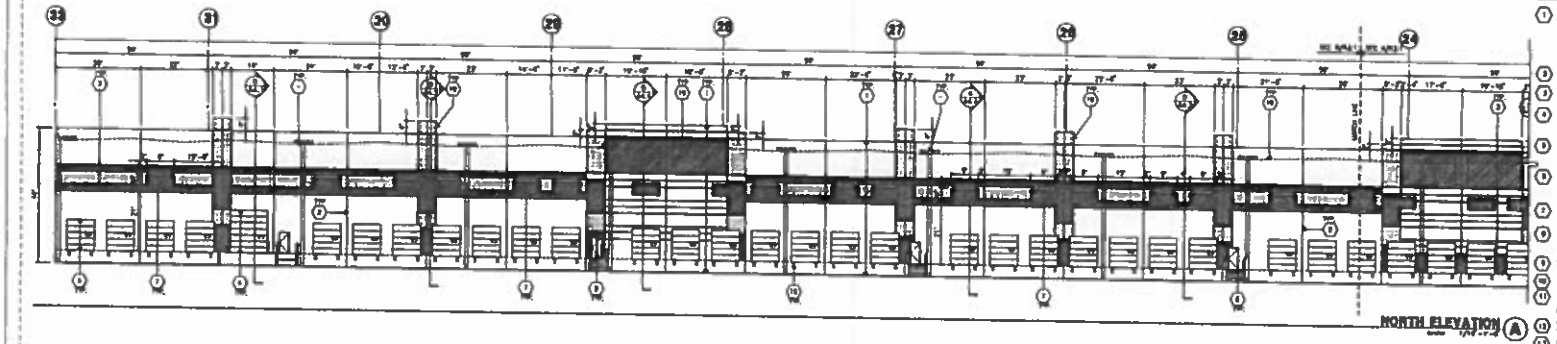
Consultants:

CIVIL	
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	
REVISIONS	
SIGNAGE	

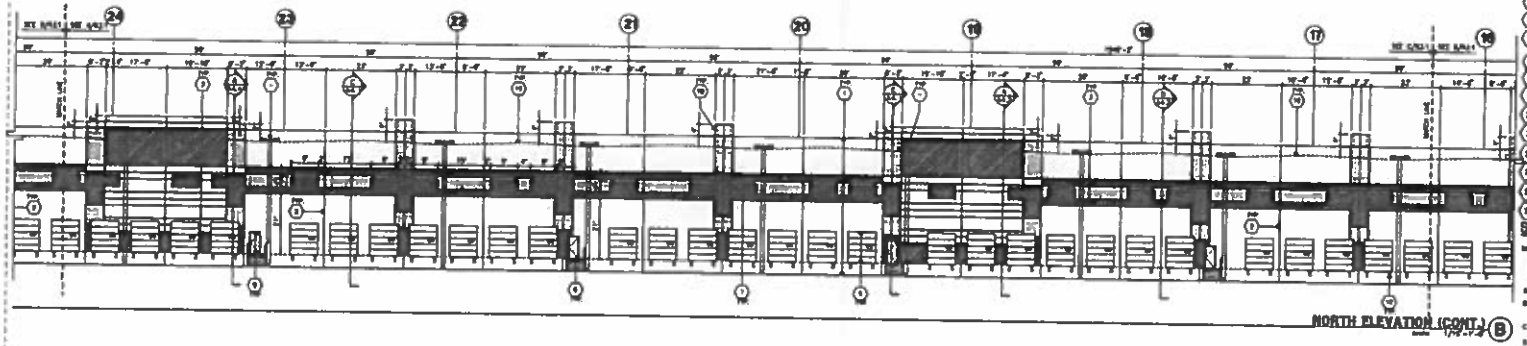
Title: overall flor

Project Number: 10072
Drawn by: AJE
Date: 03/05/2010
Revisions:

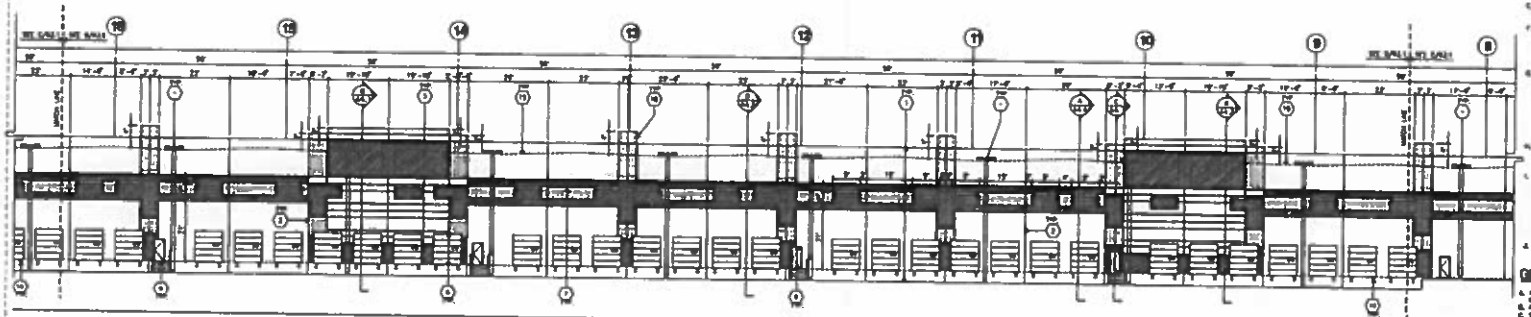
Sheet: A2.1



NORTH ELEVATION (A)



NORTH ELEVATION (CONT.) (B)



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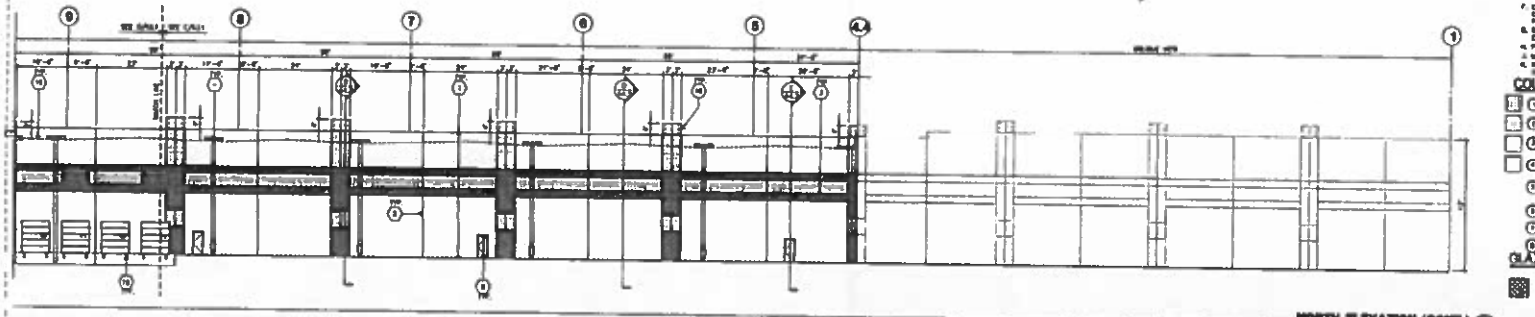

NORTH ELEVATION (CONT.) (D)

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANELS/PILASTERS
2. PANEL JOINT - SEE "J" DETAILS, SEE A7.0.3
3. PANEL REVEAL - ALL REVEALS TO HAVE A MIN. OF 3/4" DIAMETER REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. ENTRANCE DOOR @ GRAB RAILS - SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR
5. ENTRANCE DOOR @ DOCK DOORS - SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL AND GRIP RAIL DESIGN IS NOT SHOWN. PROVIDE COMPANION COLORED 2" DIA. GRIPPING STRIPE MATERIAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, SEE DETAIL 5/A5.4. PAINT TO MATCH BUILDING COLOR
8. ROLLUP METAL DOORS, SEE DOOR SCHEDULE.
9. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND DOOR. PAINT TO MATCH FIELD COLOR.
10. EXTERIOR METAL DOWNSPOUT WITH 2 OVERFLOW SCUPPERS, SEE DETAIL 7/A5.4.
11. BRICK SOLDIER - SEE DETAIL 4/A5.4.
12. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELIGHTS ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
13. METAL GATE WITH MESH PER PCS PRE DETERMINED SEE E/A5.3 FRAME AND PAINT BLACK
14. POST - STRIPPING ELEVATION, SEE "S" SERIES.
15. INTERIOR ROOF DRAIN WITH 2 OVERFLOW SCUPPERS, CONSTRUCTED TO VERIFY WITH "S" SERIES. SEE DETAIL 17/A5.3
16. CONCRETE TILT-UP SCREEN WALL
17. BUILDING ADDRESS PER FIRE DEPT. REQUIREMENTS. 24"H. x 2" RACE HIGH DENSITY FOAM "HELVETICA BOLD" LETTER W/ 1/16" PINE FACES EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
18. EXPANSION JOINT AND GUARDRAIL W/ METAL HANDRAIL
19. PARAPET RETURN, SEE ROOF PLAN AND "S" SERIES.
20. RAMP LINE BEYOND.
21. EXTERIOR LIGHTING FIXTURE, CENTERED BETWEEN PANEL JOINTS ON JOINT U.N.O. SEE "E" SERIES
22. CONC. FILLED STEEL BOLLARDS, SEE PLOT PLAN.
23. EXPOSED ROOF DECK WITH SHEETING BEYOND, CONSTRUCTION TO VERIFY WITH "S" SERIES.
24. PIPE SLEEVE CONCEPT, SEE "S" SERIES.
25. NOT USED
26. NOT USED

SAFETY NOTES - GLAZING

NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE LABELER, AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN INSTALLED IN SUCH INSTALLATIONS.

A. GLAZING IN SHUTTER AND DOOR SIDING EXCEPT JALOUSIES.

B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWING DOORS EITHER THAN DOOR(S).

C. GLAZING IN STORM DOORS.

D. GLAZING IN ALL ENCLOSED SHOWER DOORS.

E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNA ROOMS, STEAM ROOMS, BATHROOMS, AND SHOWERS.

F. GLAZING IN FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALKING SURFACE.

G. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL, EXCEPT THOSE DESCRIBED IN ITEMS C AND F, THAT MEET ALL OF THE FOLLOWING AREA PROVISION:
1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
4. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.

H. GLAZING IN RAILINGS REGARDLESS OF HEIGHT ABOVE A WALKING SURFACE, INCLUDING ANY STRUCTURAL, DECORATIVE PANELS AND REINFORCEMENT, IN-FILL PANELS.

I. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE FINAL GRADE OF THE GLAZING.
2. THE GLAZING IS WITHIN 5 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.

J. GLAZING IN WALLS ENCLOSING STAIRWAYS OR WITHIN 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLASS IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LABELS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ANY CONCRETE PANEL W/ SELECTED COLORS, SPECIFIED AND SHOWN IN FULL EXTERIOR PRIOR TO PAINTING PERIMETER OF BUILDING.
G. DOCK SIDE OF PROPERTY TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. TYP. DIMENSIONAL BUILDING ALIGN SPACE BEHIND DIMENSION, TO BUILDING.
I. USE ADHESIVE SPACE WOOD STRIPS FOR ALL DETAIL PANELS.
J. ALL PAINT COLOR AT POINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

COLOR SCHED - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT SHERW.
2	CONCRETE TILT-UP PANEL	PAINT SHERW.
3	CONCRETE TILT-UP PANEL	PAINT SHERW.
4	CONCRETE TILT-UP PANEL	PAINT SHERW.
5	CONCRETE TILT-UP PANEL	PAINT SHERW. SAT. WHITE
6	BALCONY	COLOR CLEAR ANODIZED
7	GLAZING	COLOR BLUE REFLECTIVE GLAZING
8	CANOPY	COLOR

GLAZING LEGEND

TEMPERED SPANDREL GLASS 1/4" CLEAR WITH HARDENED BLUE EPOXY #2-6600

TEMPERED VISION ISOLATED GLASS WITH VERTICAL 2D PROFILE + SOLARBAN SOLARBAN 60 (2) CLEAR
1) VISUAL: 0.77, SHGC: 0.21 AND U.F. 0.29
2) INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES

TEMPERED VISION GLASS 1/4" WITH VERTICAL 2D PROFILE

HPA architecture

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Project:

Banning Distribution Center

BANNING, CA

Consultants:

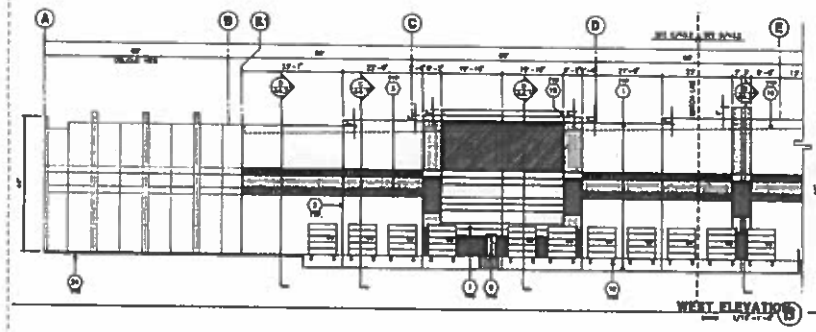
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
REVIEWER
SUSTAINABLE
OTHER

Title Elev

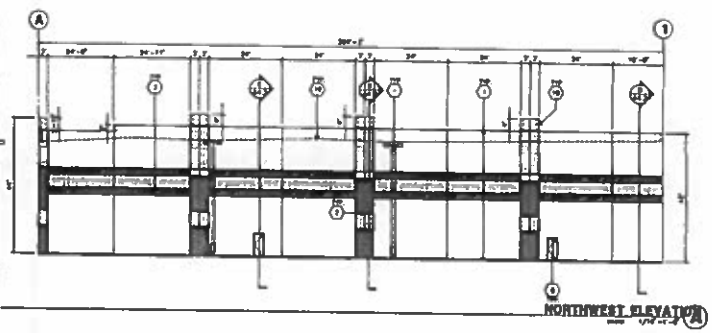
Project Number 10072
Drawn by AJS
Date 08/05/2016
Revision

Sheet

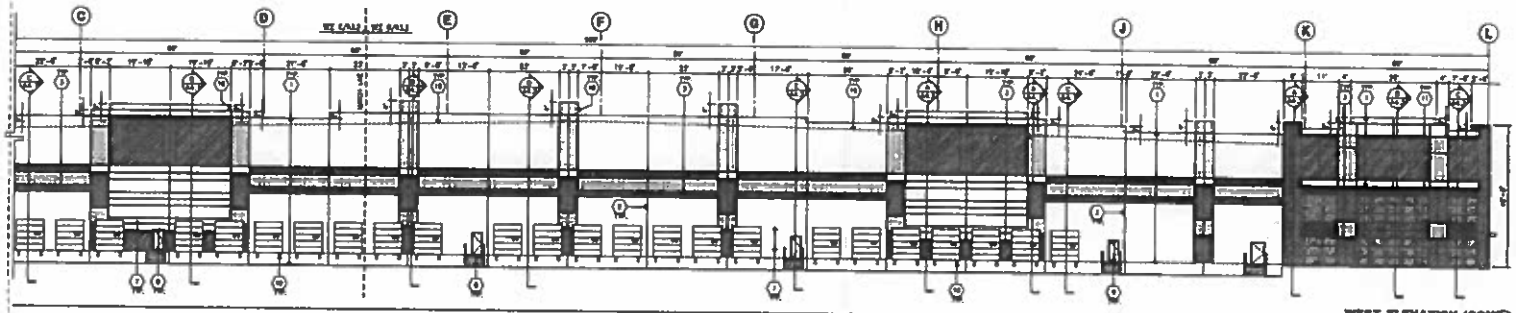
A3.1



WEST ELEVATION (B)



NORTHWEST ELEVATION (A)



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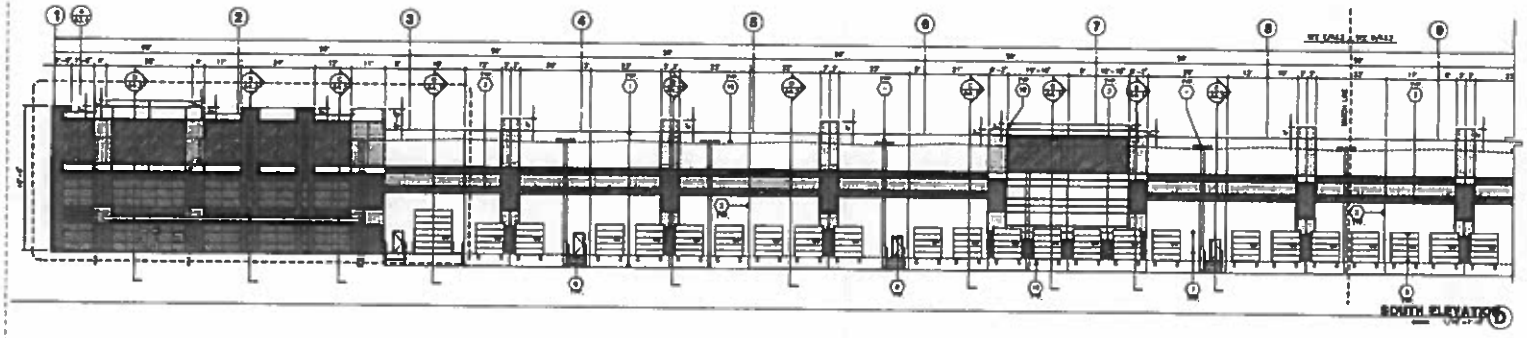
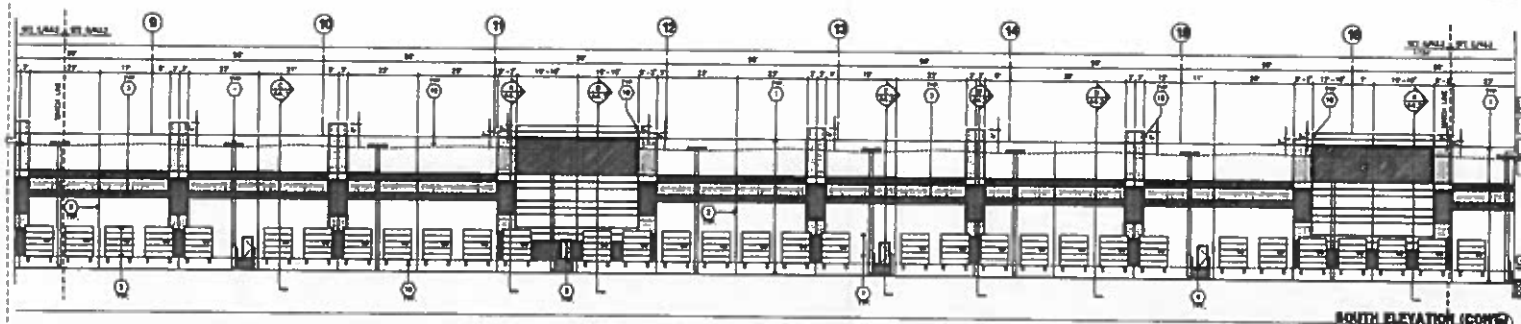


SOUTH ELEVATION (D)



SOUTH ELEVATION (CONT) (E)

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL/PARAPET. FINISH WHERE NOTED. SEE "P" SCHEDULE. WATERPROOF ALL WALL FACING BRAKE IS MINIMUM 3 FEET TAPERED TO THE HEADER AND SHALL UNDERMINIMUM 3 FEET AT ALL PENETRATIONS WITH PENETRATION SEALED AND FLASHED TO CAVITY SO THAT NO WATER CAN ENTER BUILDING. SEE WATERPROOFING AT DOCK HIGH CONDITIONS ON AT RAMP WALLS.
2. PANEL JOINT. SEE "J" SCHEDULE, SEE 1/A6.3
3. PAINT FINISH. ALL REVEALS TO HAVE A BASE OF 3/4" DIAMETER REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DOCK DOOR. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
5. OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON-SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE STRIPING ALONG NOSING TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, SEE DETAIL 6/A6.4. PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING ALL AROUND DOOR. PAINT FOR DOOR OPENINGS ABOVE DOOR. PAINT TO MATCH FIELD COLOR.
9. ROOF DRAIN, SEE DETAIL 1/A6.1
10. ROOF DRAIN OVERFLOW WITH 3 OVERFLOW SCUPPERS. SEE DETAIL 1/A6.1
11. ROOF HATCH. SEE DETAIL 4/A6.1.
12. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOM LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
13. METAL SUNS WITH WIRE MESH FOR FIRE DEPARTMENT SEE 6/A6.3 PAINT AND PAINT BLACK
14. FACE-SPANNING GUTTER/, SEE "G" SHT.
15. ANCHOR ROOF DRAIN WITH 3 OVERFLOW SCUPPERS. CONTRACTOR TO VERIFY WITH "P" SHEET. SEE DETAIL 17/A6.3
16. CONCRETE TILT-UP SCREEN WALL
17. BUILDING ADDRESS PER FIRE DEPT. REQUIREMENTS. 24"H, 6" THICK HIGH CONTRAST FROM THEIRWISE SOLID LETTER W/ 1/1 PAC PRINTS DRAWN TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
18. CONCRETE RAMP AND HANDRAIL @ METAL HANDRAIL
19. PARAPET RETURN. SEE ROOF PLAN AND "S" SHEET.
20. ROOF LINE DRAWING.
21. EXTERIOR LIGHTING FIXTURE, CENTER BETWEEN PANEL OR ON JOINT U.N.O. SEE "E" SHEET.
22. CONC. FILLED STEEL BOLLARDS. SEE FLR. PLAN.
23. ANCHOR ROOF DRAIN WITH OVERFLOW DRAIN CONTRACTOR TO VERIFY WITH "P" SHEET.
24. RAKE STEEL CANOPY, SEE "S" SHT.
25. NOT USED
26. NOT USED

SAFETY NOTES - GLAZING

NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT IDENTIFIES THE LABELER, AND STATES THAT SAFETY GLAZING MARKING HAS BEEN APPLIED AS SHOWN BELOW.

A. GLAZING IN DOORS AND ENTRY SIDING ENTRY ALCOVES.
B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWING DOORS WHEN THEIR BOTTOM EDGE
C. GLAZING IN SWING DOORS.
D. GLAZING IN ALL ENCLOSED SHOWER DOORS.
E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHROOMS, AND SHOWERS.
F. GLAZING IN PANELS OR STATIONARY PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF DOOR'S VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALKING SURFACE.
G. GLAZING IN AN INDIVIDUAL PANE OF OPERABLE PANEL, WHEN THAN EXPOSED AS PER E AND F, THAT MEET ALL OF THE FOLLOWING SET FORTH:
   1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
   2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
   3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
   4. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.
H. GLAZING IN WALLING PERPENDICULAR OR ANGLED TO A WALKING SURFACE, INCLUDING ANY STRUCTURAL, UNJOINTED PANELS AND NONSTRUCTURAL, NON-FULL PANELS.
I. GLAZING IN RAILS AND FENCES USED AS THE BARRIER FOR RAMPS AND RAMPWAY STAIRS PANELS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
   1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE PEAK SIDE OF THE GLAZING.
   2. THE GLAZING IS WITHIN 3 FEET OF A WALKING PATH OR SPA SHOWER'S EDGE.
J. GLAZING IN RAILS ENCLOSING STAIRWAY LANDINGS OR WITHIN 3 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLASS IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT PANEL CONTROL VALLEY, UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. O.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. MANUFACTURER CONSTRUCTION, PLATE, METAL ATTACHMENTS AND LABELS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE REPRESENTATIVE PANEL OF SELECTED COLORS, TEXTURES AND FINISH SHALL APPROVED PRIOR TO PAINTING REMAINDER OF BUILDING.
G. EACH SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPRINKLED BUILDINGS, ALLOW SPACE BEHIND SPRINKLER TO DRAIN.
I. USE ADHESIVE SHEET BEHIND JOINTS FOR ALL REVEAL PANELS.
J. THE FIRST COAT OF PAINT TO BE RAILED-IN AND THE SECOND COAT TO BE SPRAYED-ON.

GLAZING LEGEND

- (1) CONCRETE TILT-UP PANEL — PAINT COLOR: _____
- (2) CONCRETE TILT-UP PANEL — PAINT COLOR: _____
- (3) CONCRETE TILT-UP PANEL — PAINT COLOR: _____
- (4) CONCRETE TILT-UP PANEL — PAINT COLOR: _____
- (5) CONCRETE TILT-UP PANEL — PAINT COLOR: NOT USED
- (6) BULLNOSE — COLOR: CLEAR ANODIZED
- (7) GLAZING — COLOR: BLUE REFLECTIVE GLAZING
- (8) CANOPY — COLOR: _____

TEMPERED GLAZING 1/4" CLEAR WITH INTERLAYER BLUE SPACE PR-0003

TEMPERED VISION INSULATED GLASS WITH VENETIAN, SEE PROPOSAL + SOLARBAN 60 (2) CLEAR (1 VALUE) CLEAR, SHADE CLEAR AND BLUE SPACE 1" INSULATED GLASS UNIT 1/4" ANNEALED AND (2) 1/4" LITES.

TEMPERED VISION GLASS 1/4" CLEAR VENETIAN, (2) PROPOSAL

HPA Architecture

Owner:

PACIFIC NEWPORT PROPERTIES

Project:

Banning Distribution Center

BANNING, CA

Consultants:

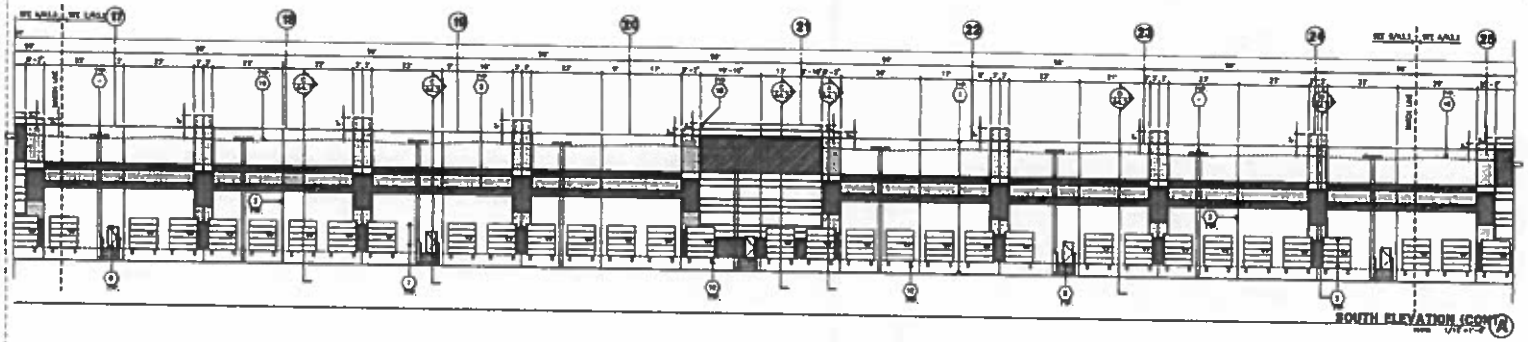
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
RETAINING
SOILS ENGINEER
OTHER

Title: Elev

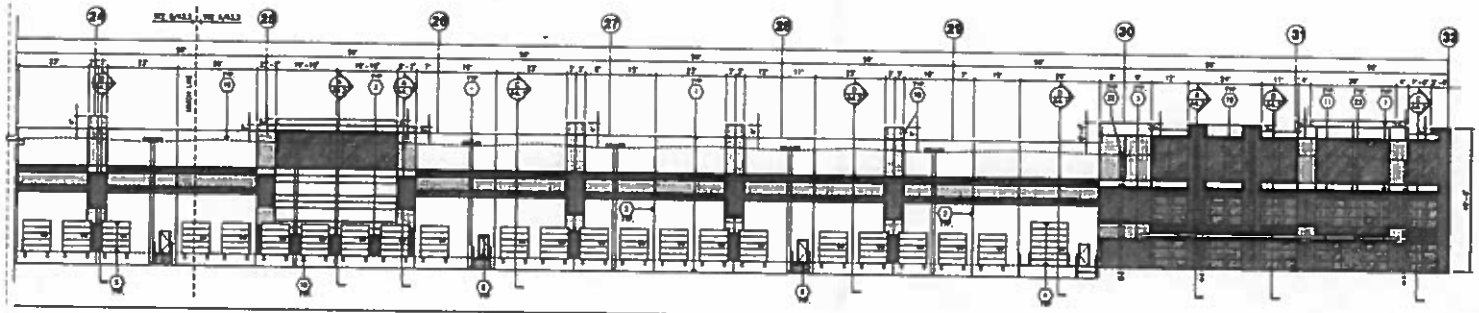
Project Number: 13072
Drawn by: AJK
Date: 03/08/2013
Revisions:

Sheet

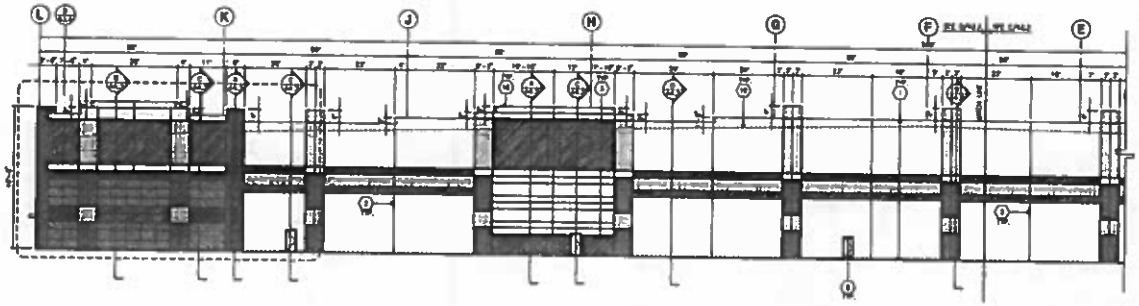
A3.2



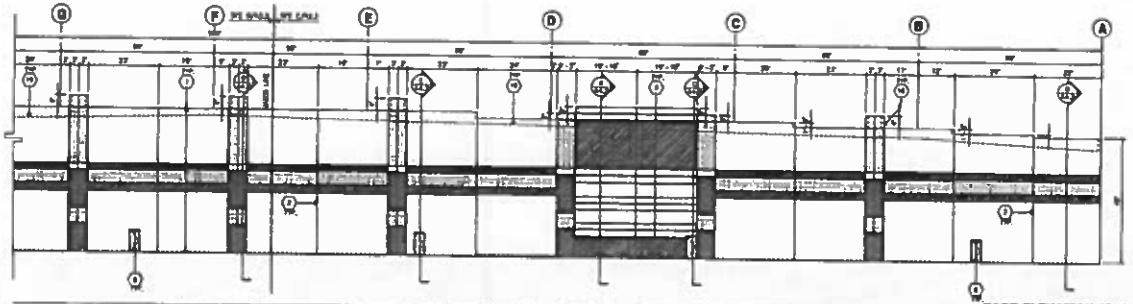
SOUTH ELEVATION (CONT) A



SOUTH ELEVATION (CONT) B



EAST ELEVATION C



EAST ELEVATION (CONT) D

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT, SEE "S" DRAWINGS, SEE A/A5.1
3. PANEL REVEAL. ALL REVEALS TO HAVE A MIN. OF 1/4" DIAMETER REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. ENTRANCE DOOR & FRAME PAINT. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR
5. ENTRANCE DOOR & FRAME PAINT. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL PAINTED PER AND CODING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" SAFE NOSING STRIPS ADHERED, TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, SEE DETAIL 6/A5.4
8. HOLLOW METAL DOORS, SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING ALL AROUND DOOR. PAINT TO MATCH FIELD COLOR.
9. SEE DETAIL 4/A5.1
10. BRICK VENEER. SEE DETAIL 4/A5.1
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 SUN CAPS OVER DOOR PER TYPE DEPARTMENT SEE A/A5.2 PAINT AND PAINT BLACK
13. PRE-FINISHED FLASHING, SEE "F" SHT.
14. ARCHED ROOF BEAM WITH 2 SKYLIGHT OPENINGS. CONTRACTOR TO VERIFY WITH "F" SHEET. SEE DETAIL 11/A5.3
15. CONCRETE TILT-UP SCREEN WALL
16. BUILDING ADDRESS PER FIRE DEPT. REQUIREMENTS. 24"HT. X 2" THICK WITH REVERSE FRAME "HELVETICA BOLD" LETTER 6/ 1/2" PINS PAINT TO MATCH WALL COLOR TO BE DETERMINED BY ARCHITECT.
17. CONCRETE RAMP AND GUARDRAIL W/ METAL HANDRAIL
18. PARAPET RETURN, SEE ROOF PLAN AND "S" SHEET
19. ROOF LINE BEYOND
20. EXTERIOR LIGHTING FIXTURE, CENTER BETWEEN PANEL OR ON JAMB SEE "E" SHEET
21. CONC. FILLED STEEL BOLLARDS, SEE PLOT PLAN
22. ARCHED ROOF BEAM WITH SKYLIGHT OPENING. CONTRACTOR TO VERIFY WITH "F" SHEET
23. PIPE STEEL CANOPY, SEE "S" SHT.
24. NOT USED
25. NOT USED

SAFETY NOTES - GLAZING

NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT IDENTIFIES THE LABELLER, AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN INSTALLED IN SUCH BUILDINGS.

A. GLAZING IN DOORS AND SIDELIGHTS WITHIN 24" ARC OF DOOR EXCEPT JALOUSIES.

B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES THAT PANELS OF SWING DOORS OR FIXED SIDELIGHTS.

C. GLAZING IN STORE DOORS.

D. GLAZING IN ALL ENCLOSED SHOWER DOORS.

E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.

F. GLAZING IN FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF DOOR'S VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHOSE TOP EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALKING SURFACE.

G. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL, SHAPE THAN MEETING A PANEL E AND F, THAT MEET ALL OF THE FOLLOWING ARE PRESENT:
   1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
   2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
   3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
   4. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.

H. GLAZING IN RAILINGS REGARDLESS OF AREA OR HEIGHT ABOVE A WALKING SURFACE, INCLUDING ANY STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL INFILL PANELS.

I. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR POOLS AND SPAS WHERE THE WALLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
   1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE FINISH SIDE OF THE GLAZING.
   2. THE GLAZING IS WITHIN 5 FEET OF A STANDING POOL OR SPA EDGE'S EDGE.

J. GLAZING IN WALLS ENCLOSING STAIRWAY LANDINGS OR STAIRS 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLASS IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO occur AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. = TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. CONSTRUCTION JOINTS, REVEALS, METAL REINFORCING AND LAYOUT CONNECTION SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ANY CONCRETE PANEL BY SELECTED COLORS, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING BEGINNING OF BUILDING.
G. EACH SIDE OF PARAPETS TO HAVE DIFFERENT FINISH AND BE PAINTED WITH CONTRASTING PAINT.
H. PER SPECIFIED GLAZING, ALLOW SPACE BEHIND SPANDREL TO WHERE A NON-ABSORBENT BACK BOARD EXISTS FOR ALL REVEAL PANELS.
I. ONE PAINT COAT OF PRIMER TO BE APPLIED ON AND THE SECOND COAT TO BE SPRAY-ON

1. CONCRETE TILT-UP PANEL — PAINT SPRAY
2. CONCRETE TILT-UP PANEL — PAINT SPRAY
3. CONCRETE TILT-UP PANEL — PAINT SPRAY
4. CONCRETE TILT-UP PANEL — PAINT SPRAY
5. CONCRETE TILT-UP PANEL — PAINT SPRAY, NOT USED
6. SIDELIGHT — COLOR CLEAR ANODIZED
7. GLAZING — COLOR BLUE REFLECTIVE GLAZING
8. CANOPY — COLOR

GLAZING LEGEND

TEMPERED SPANDREL GLASS 1/4" CLEAR GLASS WINDOW BLUE SPEC# PP-0025

TEMPERED VISION INSULATED GLASS PPG VERSIGRAY, (2) PANES = SOLARBAN SOLARBAN 60 (2) CLEAR U VALUE: 0.31, SHGC: 0.27 AND VLT: 39% 1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

TEMPERED VISION GLASS 1/4" PPG VERSIGRAY, (2) PANES

HPA architecture

[illegible]
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Owner:

PACIFIC NEWPORT PROPERTIES
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Project:

Banning Distribution Center

BANNING, CA

Consultants:

CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
[illegible]
[illegible]
[illegible]

Title Owner

Project Number 0572
Drawn by AJK
Date 08/05/04
Revision

Sheet

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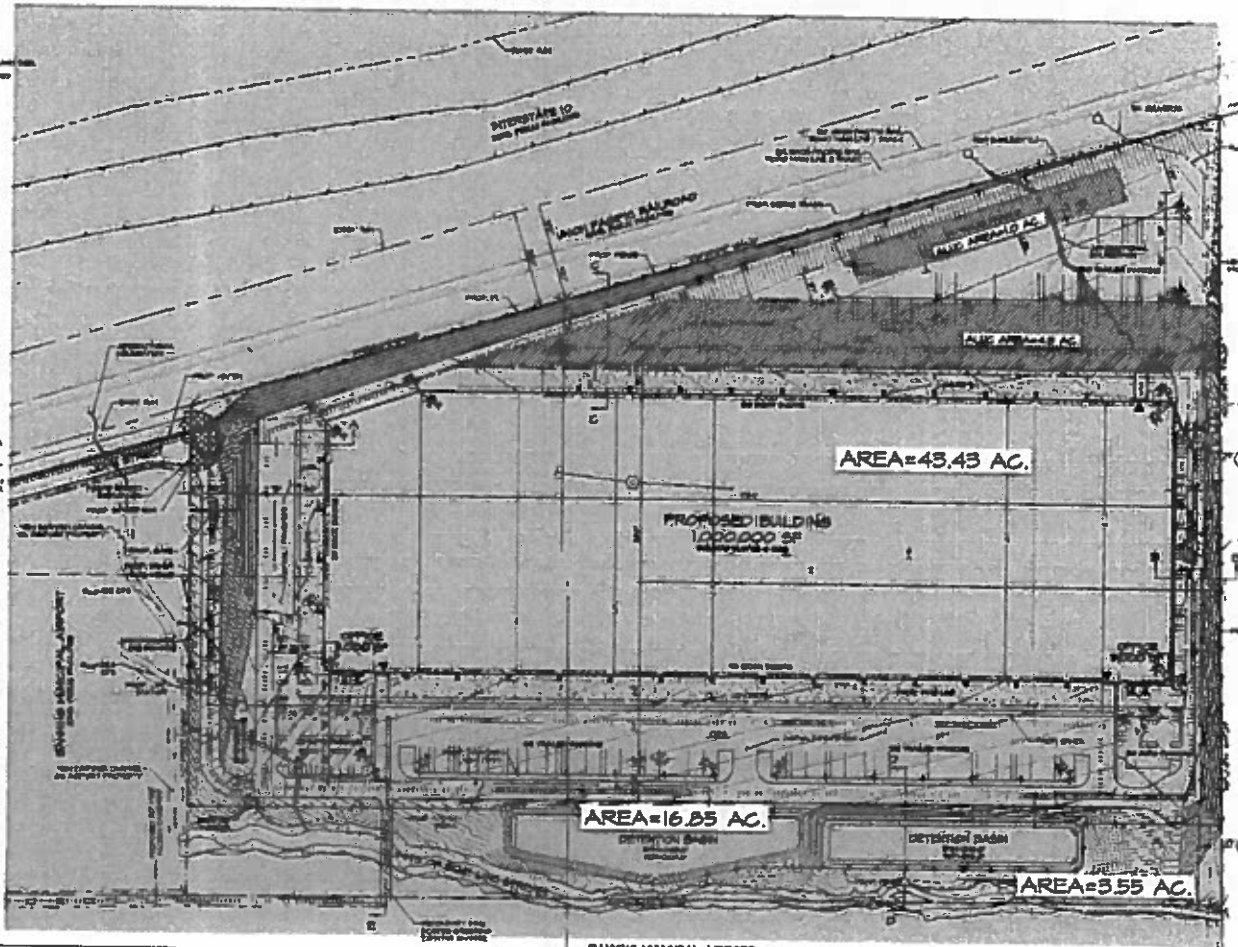
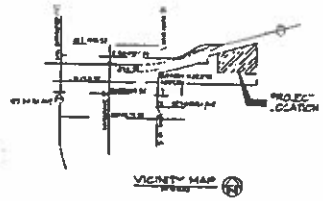
CITY OF BANNING
BANNING DISTRIBUTION CENTER
DESIGN REVIEW NO. 16-7002 & CONCEPTUAL GRADING PLAN





VICINITY MAP

NOTES

LEGEND

EASEMENT NOTES:

SITE TABULATION	BUILDING

AIRPORT ZONE LEGEND

HEIGHT DATA

OWNER/APPLICANT:

ENGINEER:

ARCHITECT:

A.P.N.:

LAND USE / ZONING:

LANDSCAPE AREA:

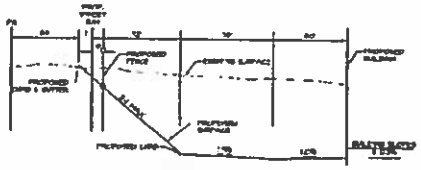
EARTHWORK ESTIMATE:

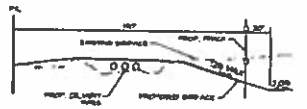
UTILITY COMPANIES:

ACREAGE

PROJECT DESCRIPTION

LEGAL DESCRIPTION





CITY OF BANNING
DESIGN REVIEW & CONCEPTUAL GRADING
BANNING DISTRIBUTION CENTER