

**NOTICE OF PREPARATION AND SCOPING MEETING
CITY OF BANNING
BANNING DISTRIBUTION CENTER**

TO: Reviewing Agencies and Other Interested Parties

FROM: Patty Nevins, Community Development Director

SUBJECT: BANNING DISTRIBUTION CENTER (GPA 17-2501, ZC 17-3501)

NOTICE OF PREPARATION REVIEW PERIOD: January 22 to February 20, 2018

SCOPING MEETING: A scoping meeting is scheduled for Tuesday February 6, 2018 from 5:30pm to 7:00pm in the City Council Chambers at 99 E Ramsey Street, Banning, CA 92220.

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Banning (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed Banning Distribution Center project.

The purpose of this notice is (1) to serve as a Notice of Preparation of an EIR pursuant to the CEQA Guidelines Section 15082, and (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project. The City, as Lead Agency, respectfully requests that any Responsible or Trustee Agency responding to this notice respond in a manner consistent with State CEQA Guidelines Section 15082(b). Comments and suggestions should, at a minimum, identify the significant environmental issues, reasonable alternatives, and mitigation measures that should be explored in the EIR, in addition to whether the responding agency will be a responsible or trustee agency for the proposed project, and any related issues raised by interested parties other than potential responsible or trustee agencies, including interested or affected members of the public.

Project Location: The Project site encompasses approximately 63.9 acres and is located north and east of the Banning Airport, south of the Union Pacific Railroad line and Interstate 10, in the City of Banning, Riverside County.

Project Description: The proposed Banning Distribution Center (proposed Project) involves the construction and operation of approximately 1,000,000 square feet (sf) of industrial warehouse/distribution uses on the approximate 63.9-acre site within the AI (Airport Industrial) and PF-A (Public Facilities - Airport) Zones of the City of Banning General Plan area. Associated project entitlement actions include a General Plan Amendment (GPA) and Zone Change (ZC), changing the land use and zoning of Public Facilities-Airport (PF-A) to Airport Industrial (AI) on a portion of the subject site.

Environmental Analysis: The Environmental Impact Report will cover potentially significant environmental impacts pursuant to CEQA, including: air quality, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, transportation and

traffic, tribal cultural resources and utility and service systems. In addition, the EIR will describe and evaluate a range of reasonable project alternatives that may reduce or avoid any identified significant adverse impacts of the project.

Responding to this Notice: Pursuant to CEQA Guidelines Section 15082, responsible and trustee agencies and other interested parties, including members of the public, must submit any comments in response to this notice no later than 30 days after receipt. The Notice of Preparation and accompanying Initial Study are available for a 30-day public review period beginning January 22, 2018 and ending February 20, 2018.

Copies of the Initial Study document are available for public review at the following locations:

City of Banning Community Development Department 99 E. Ramsey Street Banning, CA 92220	Banning Public Library 21 W. Nicolet Street Banning, CA 9222
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The document can also be accessed online at the Community Development Department, Planning Division at:
<http://www.ci.banning.ca.us>.

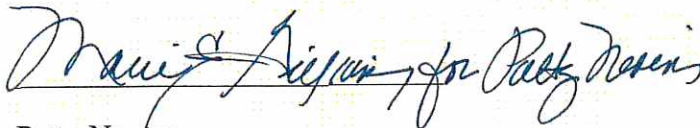
All comments and responses to this Notice must be received in writing no later than 5 P.M. on February 20, 2018 and be sent to the address below. Email is also acceptable. Please include your name, address and phone contact information on communications.

Patty Nevins, Community Development Director
City of Banning
99 E. Ramsey Street Banning,
California, 92220

951/922-3130

Email: pnevins@ci.banning.ca.us

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



Patty Nevins
Community Development Director

Dated January 16, 2018

Date Published: January 19, 2018 (Record Gazette)

INITIAL STUDY
FOR
Banning Distribution Center

Prepared for:

City of Banning
99 E. Ramsey Street
Banning, CA 92220
Contact:
(951) 922-3130



Prepared by:

Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506
Contact: Stephanie Standerfer
Vice President
(951) 686-1070

January 22, 2018

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ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Banning Distribution Center
(GPA 17-2501; ZC 17-3501; DR 16-7002; ENV 16-1503)
2. **Lead agency name and address:**
City of Banning
99 E. Ramsey Street
Banning, CA 92220
(951) 922-3130
3. **Contact person email address and phone number:**
Patty Nevins, Community Development Director
pnevins@ci.banning.ca.us
(951) 922-3131
4. **Project location:** No address has been assigned to the property. It is north and east of the Banning Airport, south of the Union Pacific Railroad line and Interstate 10, Banning, CA 92220
(See Figure 1 – Project Vicinity)
 - APN: 532-110-006, 532-130-001, and 532-130-002
 - Tentative Parcel Map 34335
5. **Project sponsor's name and address:**
Banning Industrial, LP
17842 Mitchell North, Suite 100
Irvine, Ca. 92614
(949) 474-2000
6. **General plan designation:** Existing - Airport Industrial (AI) and Public Facilities – Airport (PF-A)
Proposed: Airport Industrial (AI)
7. **Zoning:** Existing: AI, PF-A.
Proposed: AI
8. **Project Description:**
The proposed Banning Distribution Center (herein after “proposed Project or Project”) consists of three parcels, which are currently undeveloped and vacant. The proposed Project entitlements include a General Plan Amendment and Zone Change. The three parcels are part of a previously approved single tentative parcel map (TPM 34335). TPM 34335 was set to expire in 2017; it was extended until October 22, 2018 at the November 14, 2017 City Council meeting.

General Plan Land Use and Zoning designations at the site are both AI and PF-A (**See Figure 2 – General Plan Land Use Designation**). Concurrent to the preparation of the Initial Study, a General Plan Amendment (GPA) and Zone Change (ZC) are being submitted to the City of Banning, changing the land use and zoning of PF-A to AI on a portion of the subject site. The site plan submittal dated November 17, 2017 for the proposed Project shows parking and a detention basin on the area presently designated as PF-A (**Figure 5 – Site Plan**).

The Project site is relatively flat, consists of approximately 63.9 acres, and is located to the north and east of, and directly adjacent to, the Banning Airport in the City of Banning, California (**Figure 3 – Project Site, Figure 4 – USGS Map**). South of the airport, land use is zoned Industrial (I) and Very Low Density Residential (VLDR). To the west of the airport at the extension of John Street, land use is zoned Airport Industrial and Industrial. Land uses include a plastic fabrication business, a small multi-tenant industrial park, automotive repair and scattered residential uses. Interstate Highway 10 and a Union Pacific Railroad line are located to the north of the site and the Morongo Indian Reservation is located directly east of the site.

The proposed Project involves development of a non-refrigerated high-cube warehouse building and offsite improvements with 990,000 square feet of warehouse space; 10,000 square feet of office space; 321 truck and trailer parking spaces; 166 automobile parking spaces, eight Americans with Disabilities (ADA) parking spaces and 205 loading docks that will have lighting pursuant to Chapter 17.12.170 of the City of Banning's Zoning Ordinance (**Figure 5 – Site Plan**). An existing rail line is located to the north of the Project site parallel to Interstate 10 and in the future if a specific user is identified, a rail spur could be constructed to serve the Project site. However, at this time, no rail spur is being proposed or analyzed as part of this Project.

Given the proximity to the Banning Airport, the Project is located within the Banning Municipal Airport overlay zones B1, B2, and D. The Project requires Airport Land Use Commission (ALUC) review, which occurred in March 2017. Airport Overlay Zone B1 is the "Inner Approach/Departure Zone". Objects taller than 35 feet within this zone require an airspace review and an aviation easement dedication. Per ALUC's development review, proposed buildings and associated structures on this site cannot be taller than 47 feet above ground level, or a maximum elevation of 2,208 feet above mean sea level. The proposed building is 46.6' high for a maximum elevation of 2,191 feet above mean sea level.

The offsite improvements involved in the Project include paving and improving of John Street, a dirt fire access road, sewer and water lines. The proposed Project offsite roadways include a 5,688 linear foot extension of John Street from the Project's west property line to Lincoln Street and a 3,871 linear foot dirt emergency fire access roadway at the southwestern corner of the property, which will cross the Ramsey Street Wash onto Banning Airport property.

The offsite utility improvements include extensions of water and sewer lines in order to connect to existing facilities located in Charles Street for sewer and the intersection of S. Hathaway Street and E. Barbour Street for water. As shown in **Figure 3**, the location to the south and west of the proposed lift station is labeled "Wet Utility." The exact location of the water and sewer lines has

not been determined. However, it was determined that the area labeled Wet Utility will be the general location of these lines.

There will be two detention basins located on the southern portion of the Project site, just north of the Ramsey Street Wash. The Project includes construction of 5,968 linear feet of sewer line and the construction of an approximately 0.146 acre lift station. The lift station is approximately 0.4 miles from the southern edge of the Project. The Project requires construction of an offsite water line 9,350 linear feet in length to connect to existing lines at the intersection of S. Hathaway Street and E. Barbour Street. Approximately 4,714 linear feet of the water line extension will extend north on Hathaway and then east on the extension of John Street. The remaining 4,636 linear feet will be east and south of the Project site, terminating at the intersection of Scott Street and W. Westward Avenue. The point of connection for the water is at the intersection of W Westward Avenue and Scott Street; for the sewer line is in Charles Street, at the entrance to the City of Banning's Water Reclamation Facility (**Figure 6 – Utilities & Access**).

9. Surrounding land uses and setting:

The area directly to the south and west of the proposed Project consists of the Banning Municipal Airport facility, a city-owned facility zoned as Public Facilities (PF-A) consisting of approximately 295 acres. The property to the east of the Project is owned by the Morongo Band of Mission Indians, is currently vacant and is located outside the City's sphere of influence. The Union Pacific Railroad (Railroad) and Interstate 10 (I-10) are located north of the Project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Riverside County Airport Land Use Commission
- US Army Corps of Engineers, Clean Water Act Section 404 Permit
- Regional Water Quality Control Board, Colorado Region, Clean Water Act Section 401 Water Quality Certification
- California Department of Fish and Wildlife, a Fish and Game Code Section 1602 Streambed Alteration Agreement

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

As part of the EIR process, the City of Banning has conducted AB 52 and SB 18 consultations, including contacting the appropriate tribes and meeting with tribes that have requested consultation.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per

Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

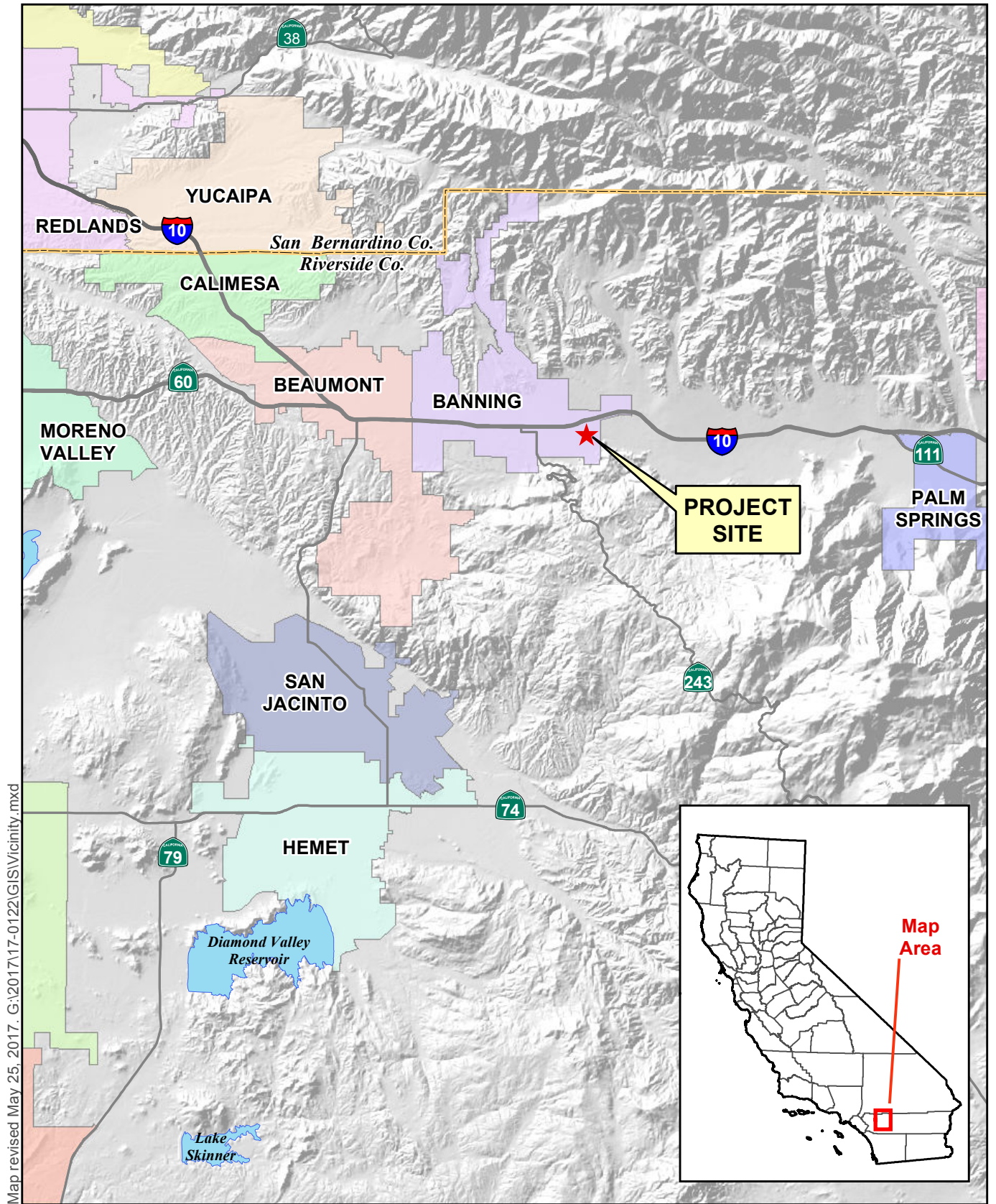
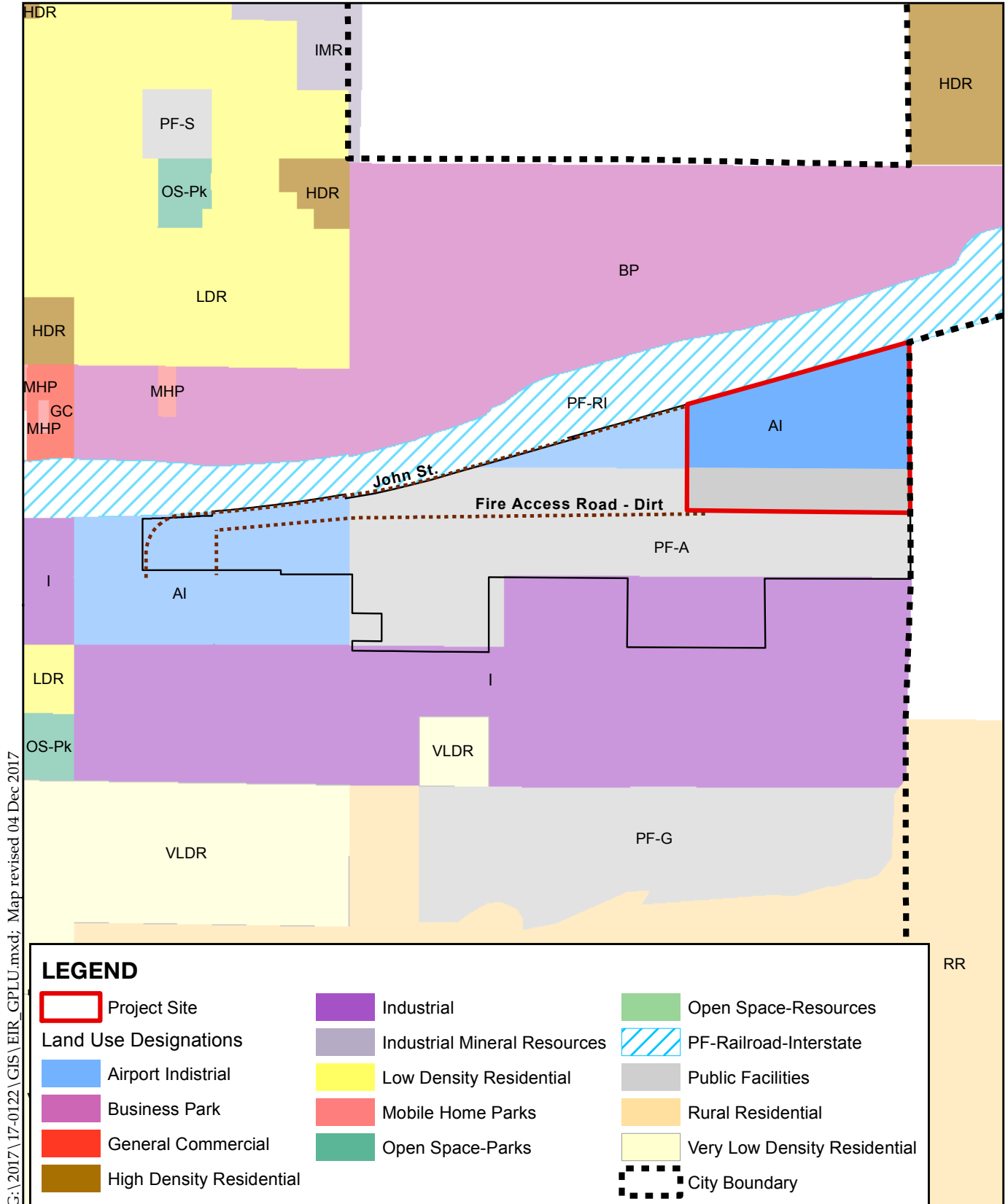


Figure 1 – Vicinity Map
Banning Distribution Center

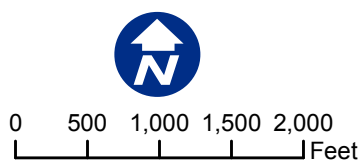




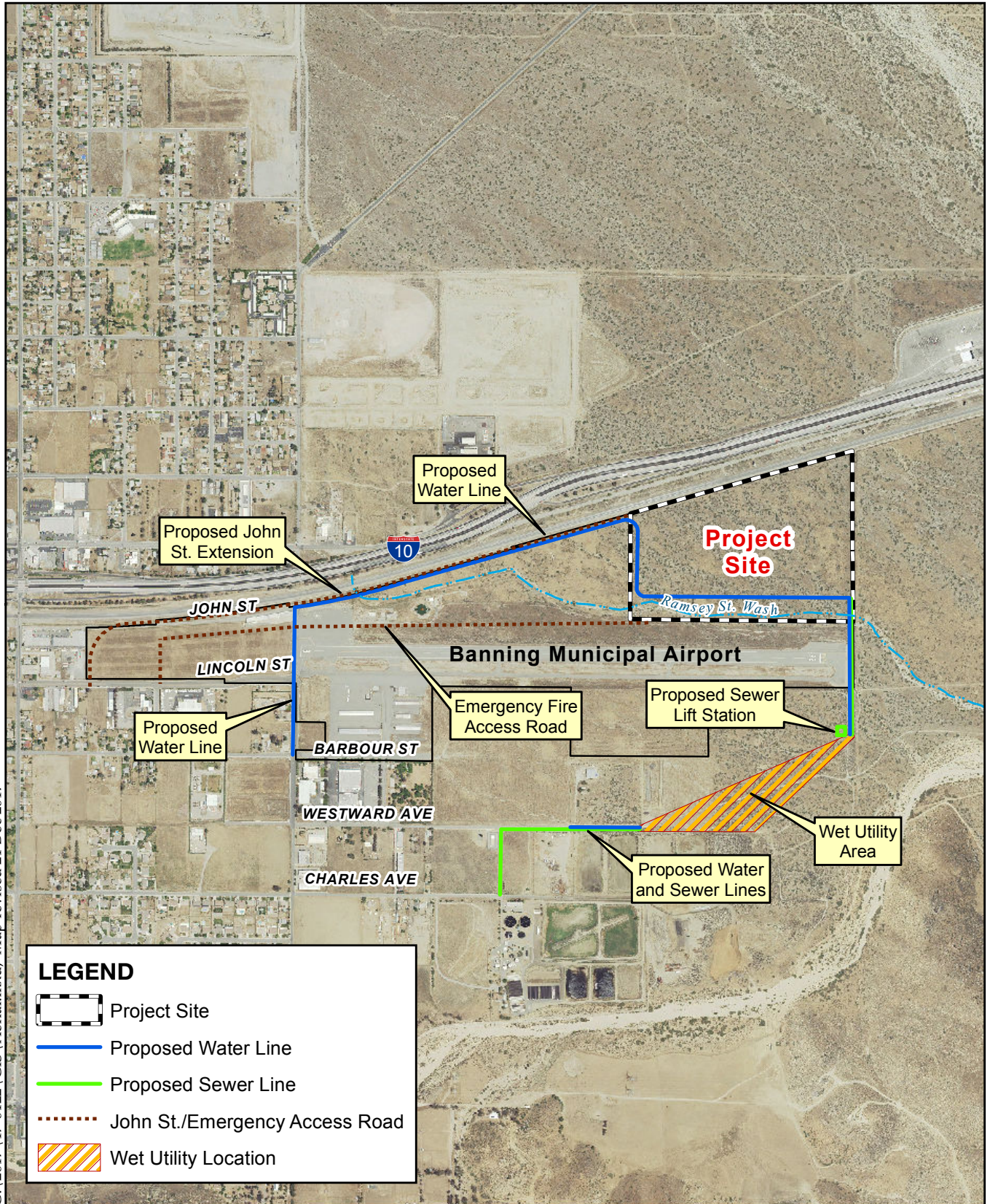
Sources: City of Banning, 2016;
Riverside Co. GIS, 2017.

Figure 2 - General Plan Land Use Designations

Banning Distribution Center



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Sources: Riverside Co. GIS, 2017;
USDA NAIP, 2014.

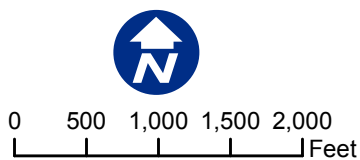
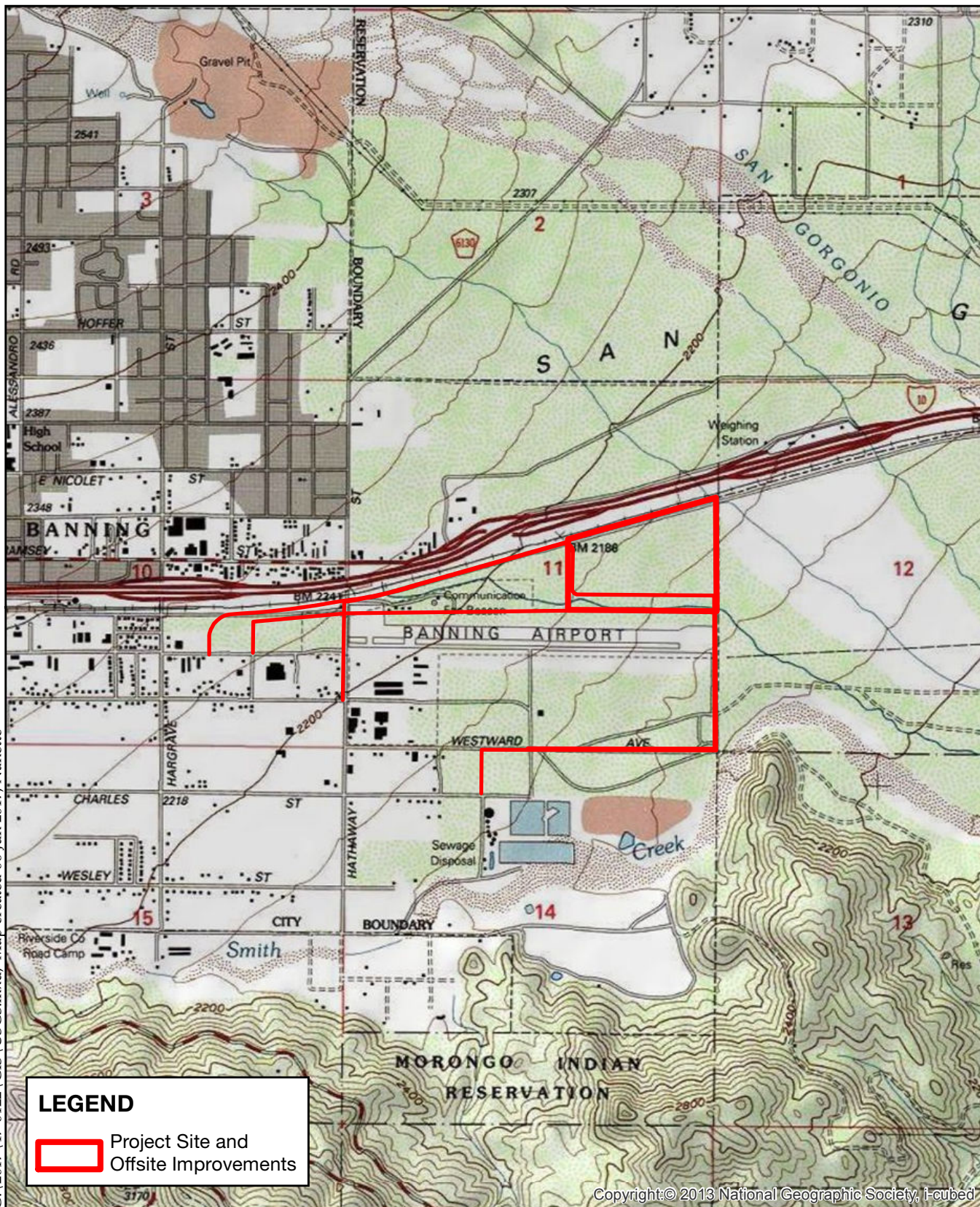


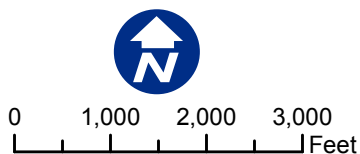
Figure 3 - Project Site
Banning Distribution Center

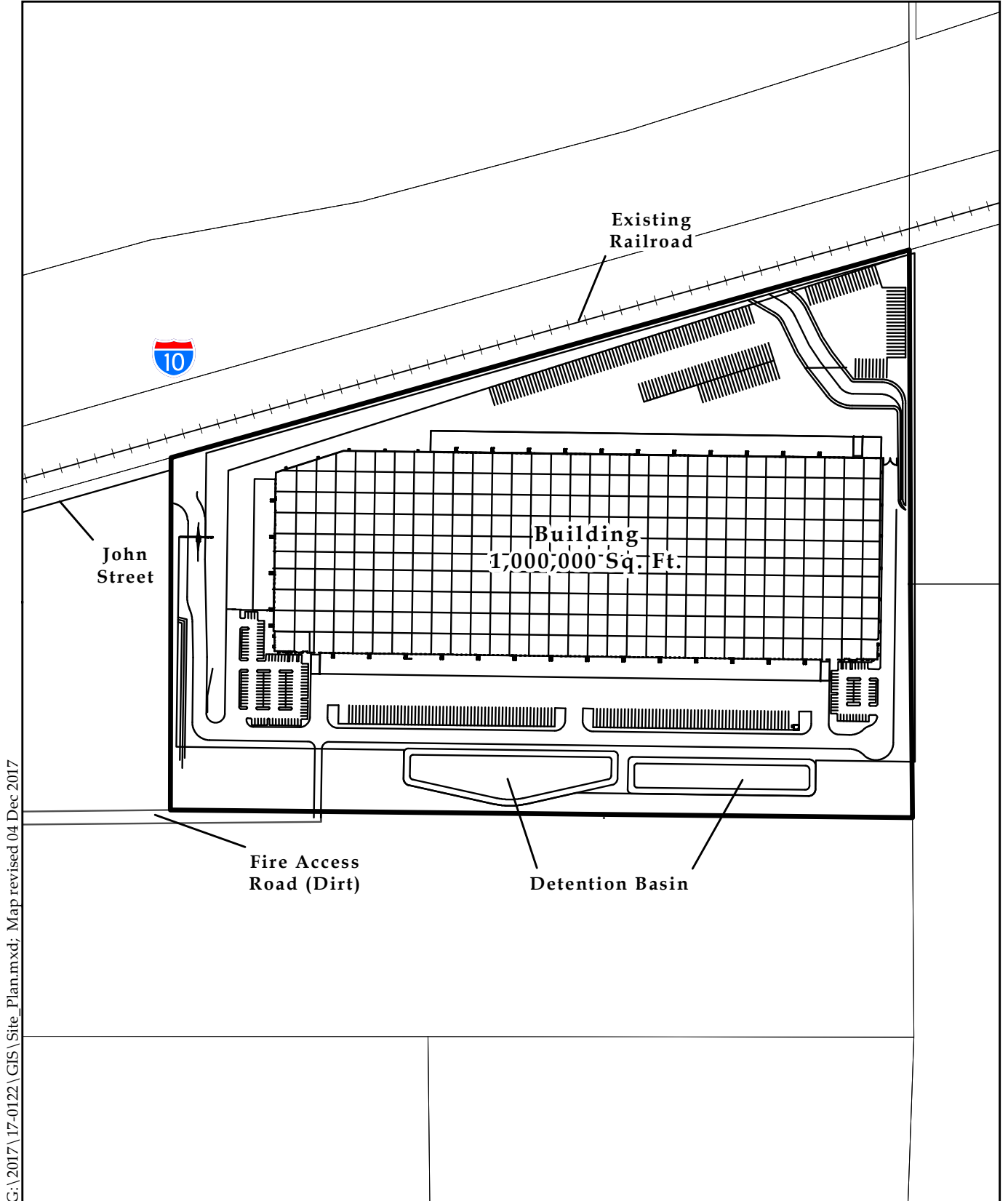
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Sources: ESRI / USGS 7.5min Quad
DRG: CABAZON

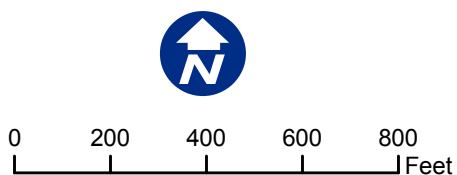
Figure 4 - USGS Map
Banning Distribution Center



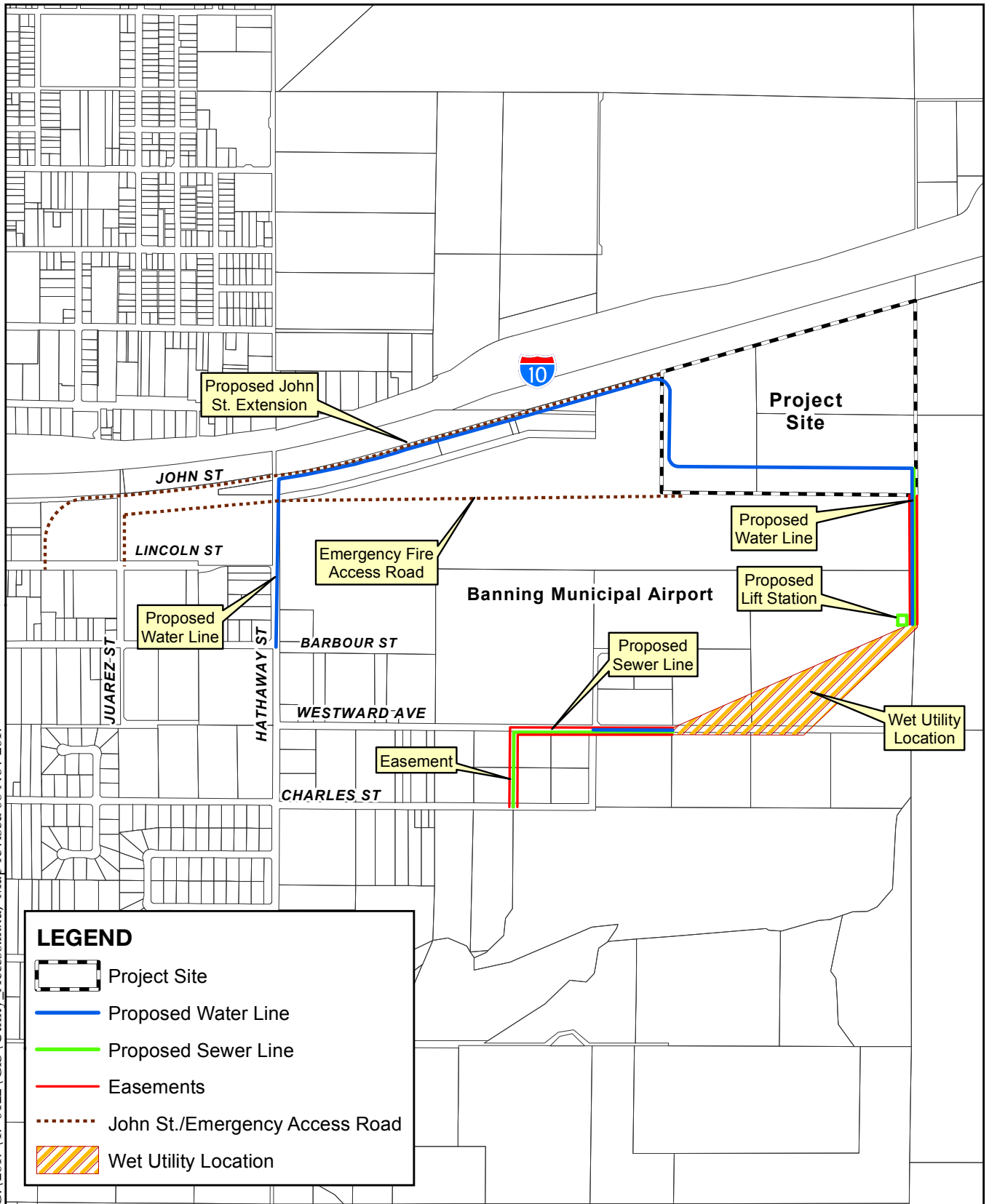


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Figure 5 - Site Plan
Banning Distribution Center



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Source: Riverside Co. GIS, 2017

Figure 6 - Utilities and Access
Banning Distribution Center



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Feet

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal/Cultural Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

Signature *Marie E. Gilliam*

Date 1/15/18

MARIE E GILLIAM
Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (*e.g., the project falls outside a fault rupture zone*). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (*e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis*).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed below:
 - a. **Earlier Analysis Used.** Identify and state where they are available for review.
 - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (*e.g., general plans, zoning ordinances*). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL FACTORS: ENVIRONMENTAL CHECKLIST	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Aesthetics Discussion:

a) Would the project have a substantial adverse effect on a scenic vista?

The City of Banning (City) defines visual resources as those physical features that enhance the City's aesthetic and scenic character. The majority of the City is located within the narrow east-west trending valley of the San Gorgonio Pass, which is dominated by the San Bernardino Mountains along the northern end of the valley and the San Jacinto Mountains along the southern end of the valley (GP DEIR, p. III-189). These mountain ranges present impressive viewsheds and dramatic scenery, including frequently snow-covered mountain peaks and ranges with rugged slopes.

The Project proposes improvements to a currently vacant site to include a one story (46'- 6"height) warehouse, landscaping and two detention basins. Structures proposed at the site will have a relatively low profile and will not substantially alter views of the San Bernardino or San Jacinto Mountains. Additionally, the Project site is located in an area that is generally surrounded by developed or disturbed land and does not constitute a scenic vista. The closest sensitive receptor in proximity to the proposed on-site building is a house of worship located approximately 1.27 miles to the west of the Project site. There are several sensitive receptors located adjacent to the off-site improvements including residences directly adjacent to the off-site water line along Hathaway Street and residences located directly across Lincoln Street at the terminus of the extension of John Street at Lincoln Avenue as well as along Hargrave Street. There are existing industrial buildings between the sensitive receptors and the proposed Project. Therefore, any impacts related to scenic vistas will be **less than significant. This issue will not be addressed in the forthcoming EIR.**

Sources: GP DEIR, Project Design Plans

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

A portion of State Highway 243 is designated as a state scenic highway where it occurs in the City's southern Sphere of Influence. The City's General Plan (GP) Draft Environmental Impact Report (DEIR) determined, however, that development pursuant to the City's GP would have a limited impact to viewsheds along this

corridor (GP DEIR, p. III-190). The proposed Project site is located approximately one and one-half miles to the northeast of this section of State Highway 243, and thus will not affect a designated scenic highway.

Additionally, the Project site is currently vacant and does not contain any significant trees, rock outcroppings, or historic buildings. Therefore, impacts to scenic resources will be **less than significant. This issue will not be addressed in the forthcoming EIR.**

Source: GP DEIR

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Project site is currently vacant, relatively flat land. The Project is adjacent to other commercial and industrial uses, including the airport to the south and west, the Railroad and I-10 to the north, vacant land north of I-10, and vacant land to the east owned by the Morongo Band of Mission Indians. South of the airport, land use is zoned Industrial and Very Low Density Residential. To the west of the airport at the extension of John Street, land use is zoned Airport Industrial and Industrial. Existing land uses include a plastic fabrication business, a small multi-tenant industrial park, automotive repair and a single family residential unit. The industrial uses in this general area are typically single story, stucco and wood buildings with asphalt roofs. The proposed Project building is a modern industrial design, including concrete tilt-up wall construction with metal cap and window glazing. Therefore, the Project will not substantially degrade the quality of the site and its surroundings. Impacts in this regard will be **less than significant. This issue will not be addressed in the forthcoming EIR.**

Source: Project Description; General Plan

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

During Project construction, nighttime lighting may be used within construction staging areas to provide security for construction equipment only. Nighttime lighting will not be needed to support construction since construction hours will comply with the City of Banning's Municipal Code Section 8.44.090 that requires construction activity be between the hours of 7:00 AM and 6:00 PM. Due to the distance of approximately 560 feet laterally between the construction area and motorists on adjacent roadways, such security lights may cause a significant impact in the form of glare to motorists. Lighting for the Project and construction will comply with the City's Municipal Code Section 17.12.170(D) that requires light shielding not spill beyond the boundaries of the site, reducing any anticipated glare to motorists.

The proposed Project will not introduce substantial new daytime glare to the area because it will consist of a concrete-walled building with few windows. As shown on **Figure 5**, the areas in the Project building with office space are on the southwest and southeast sides, facing away from the freeway; these are the only locations on the building that would have glazed windows. The proposed Project will introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project site. However, all lighting at the Project site will be designed pursuant to Section 17.12.170 of the City's Municipal Code, which includes requirements for industrial lighting, including shielded exterior lights that point downward and away from adjoining properties (Zoning Ord. § 9106.03(11)). Therefore, measures to be incorporated into the Project design will avoid the creation of substantial light and glare, and any residual impacts will be **less than significant. This issue will not be addressed in the forthcoming EIR.**

Source: Project Description; City of Banning Zoning Chapter 17

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURAL and FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Agricultural Resources Discussion:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The proposed Project is not located within areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the California Department of Conservation *California Important Farmland Finder*, the agriculture designation surrounding the Project site is Grazing Land. Urban and Built-Up Land designations within the Project area are associated with the runway and the I-10 corridor. In addition, neither the project site, nor the surrounding area, is zoned for agricultural use by the City of Banning. Therefore the proposed Project will have **no impact** in terms of converting any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. **This issue will not be addressed in the forthcoming EIR.**

Source: DOC

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

As of 2004, there were three Williamson Act contracts in effect over approximately 3,500 acres within the City's General Plan planning area. These include lands located in the City limits near the Banning Bench, in the northwest portion of the planning area between Highland Springs Avenue and Highland Home Road, and in the City's southerly sphere of influence south of Westward Avenue (GP, p. IV-22). These lands are being phased out due to urbanization, although residential land uses that allow for agricultural and ranching activities are provided for under the proposed GP (GP DEIR, p. III-11).

The proposed Project is not located within or adjacent to a Williamson Act contract and is separated from the Williamson Act lands south of Westward Avenue by development, including residential and public parks. The land uses within the City of Banning for ranch/agriculture are located in the southwestern portion of the City, approximately 3.7 miles west of the Project site. The land uses surrounding the Project site are not zoned ranch/agricultural. Therefore, the proposed Project will have **no impact. This issue will not be addressed in the forthcoming EIR.**

Source: GP; GP DEIR; DOC WA

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The proposed Project site is within the City of Banning which does not have a zoning designation for forest land, timberland, or timberland zoned Timberland Production within City limits. In addition, no lands that would qualify as timberland exist within the City limits. Therefore, there will be **no impact. This issue will not be addressed in the forthcoming EIR.**

Source: GP DEIR

d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The proposed Project involves constructing a high-cube warehouse. The Project site is surrounded by lands classified as Urban and Built-Up Land by the California Department of Conservation and is not planned for future agricultural use in the City's General Plan. According to the California Department of Conservation *California Important Farmland Finder*, the agriculture designation surrounding the Project site is Grazing Land. Additionally, the City's GP does not identify any forest land uses within the City's limits. Therefore, **no impacts** are anticipated related to the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. **This issue will not be addressed in the forthcoming EIR.**

Source: DOC; GP DEIR

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Air Quality Discussion:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The City of Banning and the San Geronio Pass are located in the South Coast Air Basin (Basin), which is a non-attainment area for ozone, PM_{2.5} and PM₁₀. The South Coast Air Quality Management District (SCAQMD) is responsible for preparation and enforcement of the Air Quality Management Plan (AQMP) for the Basin. The AQMD sets forth a comprehensive program designed to bring the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics consistent with local General Plans, and are compiled in consultation with local governments.

According to the City's GP Land Use Map and Zoning Ordinance, the proposed Project has a land use and zoning designation of Airport Industrial and Public Facilities-Airport. The proposed Project involves the construction of a high-cube warehouse consistent with the City's AI designation which overlays the majority of the site, including the building footprint. The proposed Project entitlement requests include a General Plan Amendment and Zone Change altering the land use to AI from PF-A. At present, the proposed Project conflicts with the existing land use plan on a portion of the site. Therefore, the proposed Project could be considered to have a **potentially significant impact relative to the implementation of the AQMP. This topic will be addressed further in the forthcoming EIR.**

Source: GP DEIR; 2016 AQMP

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site preparation and Project construction consisting of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation, and are primarily related to vehicular traffic generation.

The Project's short-term and long-term emissions will be evaluated and compliance with SCAQMD regional significance thresholds will be discussed in the forthcoming Environmental Impact Report (EIR). It is not possible at this time to determine the severity of Project-related air quality impacts; however, the proposed Project may result in a **potentially significant impact. This topic will be addressed further in the forthcoming EIR.**

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for nitrogen dioxide (NO₂) under state standards, and for ozone, particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) under both state and federal standards (SCAQMD 2013, p. 2-7). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. The Project's air pollutant emissions will be estimated and the severity of Project-related air quality impacts will be addressed in the forthcoming EIR. The proposed Project may result in a cumulatively considerable net impact to air quality, which would be a **potentially significant impact. This topic will be addressed further in the forthcoming EIR.**

d) Expose sensitive receptors to substantial pollutant concentrations?

The forthcoming air quality analysis will include a localized significance thresholds (LST) analysis as recommended, but not required, by the SCAQMD. LSTs are applicable to nitrogen oxides (NO_x), carbon monoxide (CO), PM₁₀, and PM_{2.5} and represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard on sensitive receptors (SCAQMD 2008). Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes (CARB 2005, p. 2-1). The closest sensitive receptor is a house of worship located approximately 1.27 miles to the west of the Project site. There are several sensitive receptors located adjacent to the off-site improvements including residences directly adjacent to the off-site water line along Hathaway Street and residences located directly across Lincoln Street at the terminus of the extension of John Street at Lincoln Avenue. The forthcoming air quality analysis will estimate the severity of Project-related air quality impacts to sensitive receptors and there may be a **potentially significant impact. This topic will be addressed further in the forthcoming EIR.**

e) Create objectionable odors affecting a substantial number of people?

It is anticipated that the major potential sources of odor from the proposed Project would be from short-term construction-related activities, particularly from construction equipment exhaust and asphalt applications. As has been noted, the closest sensitive receptors to the Project site itself are approximately 1.27 miles away. There are, however, sensitive receptors located within 100 feet of the proposed off-site road improvements, where odors from construction equipment and asphalt laying would be noticeable.

Impacts to these receptors may be potentially significant. Therefore, this topic **will be further addressed in the forthcoming EIR.**

Additionally, the California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook to evaluate common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB 2005, p. 2-2). The Project proposes to operate as a warehouse, which is not included on CARB's list of facilities that are known to be prone to generate odors. Further, odor intensity decreases as distance from the source increases because it allows fresh air to mix with the odors. Therefore, odor-related impacts from these sources are considered to be **less than significant. This issue will not be addressed in the forthcoming EIR.**

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Biological Resource Discussion:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

The Project site and associated off-site improvement areas are currently vacant undeveloped land and have the potential to support species that might be listed as candidate, sensitive or special status. The City of Banning is a Permittee to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) which was developed in order for the local jurisdictions to have Take Authorization for covered, listed, and sensitive species as long as the terms and conditions of the MSHCP are met. Local projects from Permittees are required to determine if a project site has the potential for covered species under the MSHCP. As long as a project is consistent with the MSHCP, then Taking any covered sensitive or listed species would be authorized by compliance with the MSHCP. However, a variety of other special-status species that are not covered under the MSHCP could occur on the site or along the off-site linear alignments.

The Project site and associated off-site improvement areas are located within the Pass Area Plan of the MSHCP but are not located within a Criteria Area which would dictate certain specific requirements. The site is, however, located within an MSHCP-designated Special Linkage Area. The MSHCP indicates that the Project site is located within the designated Section 6.1.3 Narrow Endemic Plant Species Survey Area (NEPSSA) for Marvin's onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*), but it does not require Section 6.3.2 Critical Area Species surveys for plants or sensitive amphibian surveys. The Project area, including off-site improvement areas lay within the Section 6.3.2 MSHCP survey area for Burrowing Owl, which is a protected avian species of special concern. Proposed off-site improvement areas are not within the Section 6.3.2 MSHCP survey area for the Los Angeles Pocket Mouse, a mammalian species of special concern. Because the Project site is within the NEPSSA Burrowing Owl Survey Area, is located in a Special Linkage Area, and could support special-status species that are not covered under the MSHCP, Project development could have a **potentially significant impact**. **These topics will, therefore, be further addressed in the forthcoming EIR.**

Source: MSHCP

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

The Project site has drainages on- and off-site that are potentially subject to regulations from California Department of Fish and Wildlife and US Fish and Wildlife Service. On a preliminary basis, the proposed Project could result in **potentially significant impacts** to riparian habitat or other sensitive natural communities. **This topic will be further addressed in the EIR.**

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The Project site has drainages on- and off-site that are potentially subject to Section 404 of the Clean Water Act. **This issue is, therefore, considered potentially significant and will be further addressed in the forthcoming EIR.**

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As has been noted, the Project site, both on and offsite improvements, lies within a designated MSHCP Special Linkage Area, which are areas designed to preserve movement of wildlife and participate in surveys for special species covered under the MSHCP (GP DEIR, VI-1). This issue is considered **potentially significant and will be further addressed in the forthcoming EIR.**

Source: GP – DEIR; MSHCP

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Prior to removal of any trees in excess of 50 years of age, the City of Banning Municipal Code Section 17.32.060 requires preparation of a tree removal and replacement plan, unless removal is required to protect public health and safety. The MSHCP does not identify any trees on the Project site or within the offsite improvements in excess of 50 years of age; however, a tree report will be prepared that identifies any trees that could be over 50 years old and a landscape plan will be prepared that identifies the trees to be planted on the Project site. Consequently, impacts are considered **potentially significant and will be addressed in the forthcoming EIR.**

Source: BMC; GE

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As has been noted, the proposed Project site is within the boundaries of the MSHCP for Western Riverside County. As described in Threshold IV.a) above, the Project's consistency with the MSHCP could be a **potentially significant impact and will be further addressed in the forthcoming EIR.**

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural Resource Discussion:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

The Project site is being evaluated to determine if any historical resources exist in the Project area that could be considered a **potentially significant impact**. This topic will be addressed in the forthcoming EIR.

b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?

The Project site is being evaluated to determine if any archaeological resources exist in the Project area that could be considered a **potentially significant impact**. This topic will be addressed in the forthcoming EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

According to the Riverside County GIS database, the proposed Project is located within paleontological sensitivity areas of low potential. During construction, paleontological resources could, however, be unexpectedly encountered. The Project site is being evaluated to determine if any unique paleontological resources exist in the Project area which would be considered a **potentially significant impact**. This will be further addressed in the forthcoming EIR.

Source: RCLIS

d) Disturb any human remains, including those interred outside of formal cemeteries?

The proposed Project site is not located on any known cemetery. Should any human remains be found, it could be considered a **potentially significant impact**. The forthcoming EIR will discuss this topic and identify procedures required should human remains be found.

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial changes in topography, unstable soil	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
conditions from excavation, grading or fill, or soil erosion or the loss of topsoil?				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Geology and Soils Discussion:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The Banning area is located between the North American and Pacific tectonic plates and in proximity to the San Andreas Fault Zone and other regional faults (GP, p. V-10). The closest Alquist-Priolo Earthquake Fault Hazard Zone is the San Geronio Pass fault zone that is located along the San Andreas Fault Zone which is approximately 1.3 miles to the north of the Project site (GEO p. 13, Riverside County Land Information System). There are no other known faults within or immediately adjacent to the Project site that could rupture during an earthquake (GP Exhibit V-3, GP DEIR Exhibit III-13).

The proposed Project involves constructing a warehouse building, roads, a sewer lift station, water and sewer lines, and landscaping at the currently vacant site. None of these proposed facilities are anticipated to expose a large number of people or structures to substantial seismic risk from a known earthquake fault. For a warehouse this size based on industry research conducted by the National Association for Industrial and Office Parks (NAIOP), it is estimated that there would be approximately one worker employed for every 2,000 square feet of space. For this Project, that would be approximately 500 workers employed at the site, depending on the type of use the building will ultimately operate. Not all employees would, however, be anticipated to be on-site at any given time. The proposed Project will be developed pursuant to the most recent versions of the Uniform Building Code and the California Building Code which require seismic safety standards applicable to all development in California (GP DEIR, p. III-74). Compliance with existing building code and seismic safety requirements will reduce potential impacts from fault rupture to the extent feasible, and thus are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: GEO; GP Exhibit V-3 – Faults and Fault Zones; GP DEIR Exhibit III-13 – Faults and Fault Zones; RCLIS

ii) *Strong seismic ground shaking?*

Due to its physical and geologic location, the Banning area is susceptible to potentially intense seismic ground shaking, typical of much of California, which could affect the safety and welfare of the general community. The effects of ground motion on structures are difficult to predict, dependent on the intensity of the earthquake, the distance from the epicenter to the site, the composition of soils and bedrock, building design, and other physical criteria (GP DEIR, p. III-74). As has been noted, the San Andreas Fault Zone, which is located approximately 1.3 miles from the Project site, could cause severe seismic shaking. The Maximum Credible Earthquake (MCE) is used to determine the largest earthquake that a fault is estimated to be able to generate. In the Banning sphere of influence, the MCE from the San Andreas Fault could generate a magnitude 7.8 earthquake (GP, p. V-11). Based on these factors, ground shaking may cause no, little, or major structural damage or destruction. In general, however, peak ground accelerations and seismic intensity values decrease with increasing distance from the causative fault.

The proposed Project involves construction of a warehouse structure and other infrastructure (roads, water, and sewer). Similar to other areas in the City of Banning and nearby vicinity, employees and visitors to the site may be exposed to risk of loss, injury, or death involving strong seismic ground shaking. Compliance with existing building code and seismic safety requirements will reduce potential impacts from ground shaking to the extent feasible, and thus are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP DEIR

iii) *Seismic-related ground failure, including liquefaction?*

Liquefaction commonly occurs in loose, saturated, sandy sediments that are subject to ground vibrations greater than 0.2 peak ground acceleration (g). When liquefaction occurs, the sediments involved have a substantial loss of shear strength and behave like a liquid or semi-viscous substance and can result in structural distress or failure due to ground settlement, a loss of load-bearing capacity in foundation soils, and the buoyant rise of buried structures.

A geotechnical investigation and report, which describes on-site soils and groundwater conditions, was conducted in June 2005 by Geotechnics Incorporated (GEO) and updated in June 2016 by Southern California Soil & Testing, Inc. (SCST). The investigation found that the Project site is underlain by Quaternary-age alluvium shed from the adjacent San Jacinto Mountains. The alluvium is generally composed of poorly graded sand with silt and gravel and poorly graded gravel with silt and sand containing various amounts of gravel and fragments of granite and gneissic rock. Site surveys and exploratory borings did not reveal any groundwater on-site. The geotechnical study conducted on the Project site noted that the site is not underlain by potentially liquefiable soils (GEO, p. 14).

According to the City's GP, the Project site is located in an area with moderate liquefaction susceptibility (GP Exhibit V-4, GP DEIR Exhibit III-14). The Project will be designed in compliance with the Uniform Building Code and the California Building Code. Adherence to all applicable federal and state codes and regulations will ensure that potential impacts to people and structures from seismic related ground

failure, including liquefaction, will be **less than significant. This issue will not be addressed further in the forthcoming EIR.**

Source: GEO; GP Exhibit V-4 – Liquefaction Susceptibility; GP DEIR Exhibit III-14 – Liquefaction Susceptibility; USDA

iv) Landslides or mudflows?

Landslides have become significant hazards as development within the City reaches higher elevations on the hill slopes. Rock falls, rockslides, and to a lesser degree, large landslides are likely to occur in areas of high relief, such as along steep canyon walls in the southern Banning Bench area, and along the portions of the natural slopes facing the southern edge of the City (GP, p. V-6).

The proposed Project site is not located adjacent to any areas with low, moderate, or high risk of seismically induced settlement and slope instability and no known landslides have occurred in the Project vicinity (GP Exhibit V-2; GP DEIR Exhibit III-15). On-site and surrounding topography is relatively flat. The Project will be designed in compliance with the Uniform Building Code and California Building Code. Adherence to all applicable federal and state codes and regulations will ensure that potential impacts to people and structures from landslides or mudflows, however minimal, will be **less than significant. This issue will not be addressed further in the forthcoming EIR.**

Source: GP Exhibit V-2 – Seismically Induced Settlement and Slope Instability; GP DEIR Exhibit III-15 – Seismically Induced Settlement and Slope Instability

b) Result in substantial changes in topography, unstable soil conditions from excavation, grading or fill, or soil erosion or the loss of topsoil?

Once operational, the majority of the Project site will be paved and developed with a warehouse facility and supporting infrastructure. Potential short-term and long-term erosional impacts associated with construction and operation of the proposed Project will be minimized through compliance with standard erosional control practices and requirements of a National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the State Water Resources Control Board (SWRCB) for construction projects. As required, the Project will incorporate Best Management Practices to minimize potential runoff and erosion. Impacts are consequently considered **less than significant. This issue will not be further addressed in the forthcoming EIR.**

Source: Project Description; GP DEIR

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impacts related to landslides are addressed in Threshold VI.a.iv) above; impacts related to liquefaction are addressed in Threshold VI.a.iii) above. The following analysis addresses impacts related to unstable soils, as a result of lateral spreading, subsidence, or collapse.

Lateral spreading refers to the lateral movement of gently to steeply sloping saturated soil deposits caused by earthquake-induced liquefaction. As discussed in Threshold VI.a.iii), the site is located within an area with moderate potential for liquefaction. A geotechnical investigation and report was conducted in June 2005 by Geotechnics Incorporated (GEO) at the proposed Project site and updated in June 2016 by Southern

California Soil & Testing, Inc. (SCST). The GEO site survey noted the Project site is not located within an area previously known for significant geological hazards nor was there evidence of active faulting, landslides, liquefiable soils or collapsible soils (GEO, p. 9). The Project will be designed in compliance with the Uniform Building Code and California Building Code. With adherence to all applicable federal and state codes and regulations, **impacts related to the potential for lateral spreading are considered less than significant. This issue will not be further addressed in the EIR.**

Subsidence in the Banning area is closely associated with groundwater levels. In particular, the alluvial sediments within the groundwater basins from which the City's water is withdrawn are subject to subsidence if rapid groundwater extraction occurs in response to increased water demands as a result of population growth or prolonged drought (GP DEIR, p. III-69). Structures sensitive to slight changes in elevation, such as canals, sewers and drainage improvements are generally sensitive to the effects of subsidence and may be damaged if significant subsidence occurs.

A substantial portion of the City's valley and canyon areas are underlain by potentially compressible and/or collapsible soils consisting of young sediments with low density that will settle under the added weight of fill embankments or buildings (GP DEIR, p. III-81).

The updated GEO report noted the Project site is in the same general physical condition as when it was originally investigated. The investigation provided recommendations for design of site improvements and structure including removal of the top 12 inches of subgrade, moisture conditioning to near optimum moisture content, and compaction to at least 95% relative compaction. These recommendations are standard design measures and will be incorporated in Project construction. Recommendations of the geotechnical consultant will be incorporated in the Project's Conditions of Approval. Through compliance with these standard measures as well as compliance with the Uniform Building Code and California Building Code, **potential impacts related to unstable soils will be less than significant. This issue will not be addressed further in the forthcoming EIR.**

Source: GEO; GP DEIR; SCST

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Expansive soils are those that contain significant amounts of clay with a high shrink (dry) and swell (wet) potential. The upward pressures induced by the swelling of expansive soils under moist conditions can have harmful effects upon structures. In Banning, expansive soils are primarily associated with areas underlain by older fan deposits containing argillic (clay-rich) soil profiles, which are in the moderately expansive range. The low-lying areas of the City are underlain by alluvial fan sediments that are composed primarily of granular soils with expansion potential ranging from very low to moderately low (GP DEIR, p. III-69). According to the Geotechnical report, the Project site consists of poorly graded sand with silt and gravel (SP-SM) and poorly graded gravel with silt and sand with gravel and cobble sized sediment (GP-GM) which are granular soils. As noted above in Threshold IV.d.), recommendations from the geotechnical consultant will be used in the building design as well as the most recent versions of the Uniform Building Code and the California Building Code. Potential impacts associated with expansive soils are consequently considered to be **less than significant and no mitigation is required. This issue will not be addressed further in the forthcoming EIR.**

Source: GP DEIR; GEO

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The proposed Project will not contain septic tanks or alternative wastewater disposal systems. The Project will require a sewer line that will tie into the existing sewer infrastructure. Therefore, there will be **no impact** in this regard. **This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse Gas Emissions Discussion:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The forthcoming EIR will address greenhouse gas emissions (GHG) from construction and operation of the proposed Project. This issue is considered **potentially significant and will be further investigated and discussed in the forthcoming EIR.**

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Banning participated in the development of the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan (CAP). The Project will be analyzed to determine if there are any conflicts with applicable plans or policies that could create a **potentially significant impact. Compliance with the CAP will be discussed in the forthcoming EIR.**

Source: WRCOG CAP

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazards and Hazardous Materials Discussion:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The routine transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosions. Construction of the proposed Project may involve short term transportation and storage of hazardous materials, such as fuels for construction equipment. The proposed Project involves developing a warehouse, access road, secondary fire access road and a water and sewer lift station at the currently vacant site, none of which involve uses that would generate a significant long-term routine hazard to the public.

Nonetheless, any amount of hazardous substances used during Project construction and operation will be subject to federal and state regulations for the safe handling and transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations (CFR). California regulations applicable to hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory).

Compliance with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that involve hazardous materials would reduce the possibility and potential severity of upsets and accidents during construction related activities. As noted previously, the long term operation of the proposed facility is not expected to involve the routine use, transport or disposal of hazardous materials. Consequently, impacts from such activities are anticipated to be **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: CHSC; CCR; CFR

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As noted in Threshold VIII.a), above, the Project may involve the use of small amounts of hazardous materials during construction activities but must comply with all applicable federal and state laws pertaining to the transport, use, disposal, handling, and storage of hazardous materials, including but not limited to Title 49 of the Code of Federal Regulations and Title 13, (motor vehicles) Title 8 (Cal/OSHA), Title 22 (Health and Safety Code), Title 26 (Toxics) of the California Code of Regulations, and Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which impose strict regulations for the safe transportation and use of hazardous materials. Compliance with all applicable federal and state laws related to the transportation, use and storage of hazardous materials would reduce the possibility and potential severity of any accidents. As has been noted, the Project is not expected to result in the long term use of significant amounts of hazardous materials that would create a hazard to the public or environment. Consequently, potential impacts from upset and accident conditions involving release of hazardous substances are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: CHSC; CCR; CFR

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The proposed Project is approximately one mile to the south of Hoffer Elementary School which is located on the north side of Interstate 10. However, as discussed in Threshold VIII.a), neither construction of the off-site improvements including the sewer lift station and water and sewer lines nor operation of the Project site is anticipated to require routine use or storage of hazardous materials, substances, or their disposal. Any incidental hazardous materials, substances, or waste that might be transported to, or generated at, the Project site will be handled in compliance with all applicable local, state and federal regulations. The Project site, as noted, is also more than one quarter mile from the nearest school. Consequently, any potential

impacts to existing schools from hazardous substances are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: GE

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

HEI Corporation (HEI) conducted a Phase 1 Environmental Site Assessment for the Project site in April 2017. The Phase 1 assessment found that there is no evidence of recognized environmental conditions at the Project site and there is no evidence of recent activity observed.

To the south of the Project site, Banning Airport is listed in the California Department of Toxic Substances Control (DTSC) EnviroStor Database as a Formally Used Defense Site (FUDS) which was used by the military for training programs in 1943. The EnviroStor posting regarding the airport does not indicate any soil or groundwater impacts occurred.

Beyond the airport, the closest listed hazardous materials site that could have affected the site is the California Department of Transportation Banning Maintenance Station located approximately one-half mile to the west of the Project Site (HEI). The site is listed as a Leaking Underground Storage Tank (LUST) and Landfill and/or Solid Waste (SWF/LF) designation. As of August 30, 1995, the site was given a LUST status of "Completed – Case Closed." The site is currently a limited volume transfer station that handles dead animals; inert, landscape and metal debris; mixed municipal trash; and used tires.

In relation to the Project off-site improvements, the DTSC EnviroStor Database lists the closest hazardous materials site as the Banning Rifle Range located approximately 500 feet to the south of the proposed lift station (WEBB). It was a FUDS site used by the military as a small arms firing range during World War II between 1942 and 1944. As of September 2012, the site is listed as inactive.

Because the proposed Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and there are not any listed sites adjacent to the Project site, the Project will not create a significant hazard to the public or the environment. Consequently, related impacts are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: HEI; EnviroStor Database

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

The Banning Municipal Airport is located adjacent to the Project site as well as being located in close proximity to the offsite utilities. The offsite utilities will be underground, and the sewer lift station will be no taller than 10 feet. Land use designations within the City General Plan are designed to accommodate for continued safe operation of the Banning Municipal Airport (GP DEIR, p. III-62). The Project lies within Zone B1, B2, and D of the Banning Municipal Airport Land Use Compatibility Plan. Thus, project review by the Riverside County Airport Land Use Commission (ALUC1) is required. Objects taller than 35 feet within Zone B1 are subject to an airspace review. ALUC reviewed this Project at its February 9, 2017 meeting (ALUC2,

Appendix D), and determined that structures should not exceed a height of 47 feet above ground level. The proposed Project consists of a high cube warehouse that will be no taller than 46.6 feet above ground level. The Project is consistent with the ALUC plan for The Banning Municipal Airport, and therefore would not pose a safety hazard. Consequently, potential airport safety impacts are considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: ALUC1; ALUC2; GE; GP DEIR; Project Description

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed Project and associated off-site features are not located within the vicinity of a private airstrip (Google Earth). As such, the Project will have **no impact** related to exposure of people residing or working in the Project area to safety hazards. **This issue will not be addressed in the forthcoming EIR.**

Source: GE

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Riverside County Operational Area (OA) Emergency Operations Plan (EOP) which was adopted in 2006 and updated in 2012, addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting Riverside County (EOP, p. 1-1), including the City of Banning.

According to the City's GP, evacuation routes have not been formally established throughout the City, although depending on the location and extent of the emergency, major surface streets could be utilized to route traffic through the City (GP, p. VI-45). Access to the proposed Project site will be available from John Street, which is proposed to be improved as part of the Project and will run east-west and directly north of the Project site. John Street is not designated as a Major Local Roadway in the City's GP and would not be expected to be a major evacuation route in the event of an emergency since it terminates at the Project site. While the proposed Project site is located adjacent to I-10, the location of the Project's roadway improvements are not expected to impact the use of I-10 as an evacuation route as the roadway improvements do not include changes to I-10 or access to I-10 from the Project site (GP, Exhibit III-4).

Because the development of the Project will not affect any major streets that are most suited for evacuation routes for a large population, and because it would contribute to the improvement of John Street, interference with an adopted emergency response plan or emergency evacuation plan for the City is considered a **less than significant impact and no mitigation is required**. **This issue will not be addressed further in the forthcoming EIR.**

Source: EOP; GP – PSF

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed?

The proposed Project and off-site features are located within the City's High Fire Hazard Zone, within which topographic changes are minimal and hardscape (concrete, asphalt, and structures) and landscaping vegetation predominate (GP, Exhibit V-10). The risk of wildfires being triggered during construction is

considered limited due to required adherence to standard fire-prevention measures such as protection of any sparking equipment and prohibition of the use of such equipment during high winds. In addition, neither construction of buildings or offsite improvements are anticipated to involve any unique characteristics that would create a significant risk from wildfires. The Project site will be designed according to the 2001 California Fire Code with City amendments and regularly maintained (e.g. brush management) to reduce fire hazards. (GP, p. V-70).

The City contracts with the Riverside County Fire Department for fire services; in turn, the County contracts with CAL FIRE. The City's Fire Marshal is authorized and directed to enforce the provisions of the Fire Code throughout the City. As part of these responsibilities, the Fire Marshal reviews plans for new construction and additions, coordinates with the City for disaster preparedness programs, and manages the City's weed abatement program. Consequently, with compliance to the California Fire Code and required approval of site plans by the Fire Marshal, exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires is considered a **less than significant impact. This issue will not be addressed further in the forthcoming EIR.**

Source: CAL FIRE; GP – EH; GP – PSF

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Insurance Rate Map or other flood hazard delineation map?				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hydrology and Water Quality Discussion:

a) *Violate any water quality standards or waste discharge requirements?*

Activities associated with the construction of the proposed Project including the offsite utilities may threaten water quality standards through the release of pollutants (e.g., oil from equipment) and sediment off-site. However, the Project is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects. The SWPPP must be prepared by a Qualified SWPPP Developer and implemented on-site by a Qualified SWPPP Practitioner and is also subject to review (before and during construction) by the Colorado River Basin Regional Water Quality Control Board (RWQCB). The SWPPP must describe erosion and sediment control measures (best management practices or “BMPs”) to minimize the discharge of polluted stormwater runoff to the maximum extent practicable. In addition, the SWPPP will outline a visual monitoring program and a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs. Termination of general construction permit coverage is possible only after 70% of the site is deemed stable and proven as such to the state (RWQCB).

Development of the proposed Project would add impervious surfaces to the site through improvements to John Street, parking lots, sidewalks and drive aisles. In addition, operation of the proposed Project would introduce potential sources of water pollution including vehicles, trucks, and personnel. By increasing the percentage of impervious surfaces on the site, more surface runoff would be generated that collects and transports pollutants into receiving waterbodies during rainfall events.

As a co-permittee to the Municipal Separate Storm Sewer System permit (‘MS4’, Colorado River Basin RWQCB Order No. R7-2013-0011, NPDES No. CAS617002), Banning is required to regulate the discharges of urban runoff as they enter the City’s MS4 facilities (i.e., storm drains) in order to prevent the degradation of water quality in receiving waters, pursuant to the Whitewater River MS4 Stormwater Water Management Plan (SWMP). One method of regulation in the SWMP is the requirement of a Water Quality Management Plan (WQMP) for all Priority Development Projects to treat post-construction stormwater runoff in perpetuity. The Project applicant would be required to develop a WQMP for review and approval by the City of Banning that outlines how stormwater runoff generated within the plant will be treated prior to release from the site (or infiltrated). The WQMP must also detail whether hydro modification conditions of concern

exist, how source control practices can be implemented, and identify responsible entities for ongoing maintenance and funding.

Currently, the preliminary WQMP provides two infiltration basins on the southern area of the Project site that comply with the City of Banning's stormwater requirements and WQMP Guidance Document by infiltrating a volume equivalent to a 100-year, 3-hour storm event. Due to the proximity of the site next to the Banning Airport, the basins will be completely infiltrated within 48 hours. In addition, the Project building footprint and parking areas include avoidance of the Ramsey Street Wash along the southern border of the property, which will ensure existing natural drainage patterns remain. The proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff. Thus, through BMPs, in addition to compliance with existing regulations, the proposed Project will not violate water quality standards or waste discharge requirements. Consequently, impacts pertaining to compliance with water quality and waste discharge standards are considered **less than significant. This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description; P-WQMP, MS4 Permit, WQMP Guidance Document, SWRCB

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

A Water Supply Assessment that is required pursuant to Senate Bill 610 will be prepared by the Project water supplier and will be summarized in the forthcoming EIR. See Checklist Item XVIII (d) for specific information on water supply impacts.

The City of Banning overlies the westerly half of the San Gorgonio Pass Groundwater Sub-basin and obtains all of its water supply from local groundwater sources. The City of Banning will be the water supplier for the Project. The San Gorgonio Pass Groundwater Sub-basin includes five hydraulically-connected groundwater "storage units", which constitute the City of Banning groundwater resource area: the Banning Storage Unit, the Banning Bench Storage Unit, the Banning Canyon Storage Unit, the Cabazon Storage Unit, and the Beaumont Storage Unit. Groundwater recharge to the Banning area is obtained from precipitation infiltrating into the ground within the surface water catchments and particularly in the canyons north of the City. An additional source of recharge is subsurface inflow (i.e. underflow) from storage unit to storage unit, infiltration of Whitewater River diversions in the Banning Canyon, and from infiltration of treated wastewater into the Cabazon Storage Unit.

The proposed Project overlies the Cabazon Storage Unit, which encompasses approximately 17,215 acres. The Project does not include construction of a groundwater well. Noting the high rates of infiltration documented onsite, storm water runoff collected on-site within the proposed infiltration basins would provide a point of periodic recharge to the Cabazon Storage Unit. Notably in 2011, this storage unit experienced a positive change in storage as a result of the recharge basins located at the City's wastewater treatment plant (WWTP). Accordingly, the City plans to increase groundwater production in the future. Through the avoidance of Ramsey Street Wash along the southern border of the Project site and providing onsite storm water infiltration basins, development of the Project site will not substantially interfere with groundwater recharge. Consequently, impacts related to depletion of groundwater are considered **less than significant, and will not be addressed further in the EIR.**

Sources: Project Description; UWMP; P-WQMP, Geotechnical Report

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?***

There are existing drainage features on the Project site. Because impacts have not been fully evaluated, the Project may have a **potentially significant impact** related to alteration of existing drainage patterns. **The forthcoming EIR will analyze this issue.**

Source: Project Description

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?***

There are existing drainage features on the Project site. Because impacts have not been fully evaluated, the Project may have a **potentially significant impact** related to altering drainage. The forthcoming EIR will analyze this issue.

Source: Project Description

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

The Project includes building storm water facilities to the south of the proposed warehouse location which could have **potentially significant impacts** on storm water drainage systems. **This topic will be addressed further in the forthcoming EIR.**

Source: Project Description

- f) *Otherwise substantially degrade water quality?***

The proposed Project's degradation of water quality has not been fully investigated. Consequently, there could be **potentially significant water quality impacts**. **The forthcoming EIR will address this issue.**

Source: Project Description

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

The southern portion of the proposed Project is located in Zone A, which is the 100-year flood hazard area. The proposed Project involves construction of a warehouse and does not include construction of any housing. Therefore, **no impact** will occur in this regard. **This issue will not be addressed in the forthcoming EIR.**

Source: Project Description

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

As shown on FEMA Panel No. 06065C0836G and No. 06065C0837G, the proposed Project is located within Zone A and Zone X. While Zone X is an area outside of the Special Flood Hazard Area with minimal flood hazard and higher than the elevation of the 0.2-percent-annual-chance floodplain, Zone A is within a 100-year flood hazard area that is subject to inundation by the 1% annual chance flood. Since the site is within the Special Flood Hazard Area, there could be **potentially significant impacts related to flooding. The forthcoming EIR will address this issue.**

Source: FEMA

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

As shown on FEMA Panel No. 06065C0836G and No. 06065C0837G, the proposed Project does not have any identified levees or dams within the Project boundary, nor does the city have any identified dams within or next to its jurisdiction. Therefore, the Project is not expected to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. According to the County of Riverside's General Plan, the Project area is not within a dam failure inundation zone (GP-RIV, Figure S-10). Potential impacts from dam or levee failure will be **less than significant and no related mitigation measures are required. This issue will not be addressed further in the forthcoming EIR. Other potential flood hazards will be addressed in the EIR, however, as described in preceding Checklist items IX(h) and (i).**

Source: FEMA; GP-RIV

j) Inundation by seiche, tsunami or mudflow?

Seiches are seismically-induced oscillation or sloshing of water contained in enclosed bodies of water including lakes, ponds, reservoirs, and swimming pools. This hazard is dependent upon the frequency of seismic waves, distance and direction from the epicenter, and site-specific design criteria of the enclosed body of water. Swimming pools and other small bodies of water are likely to incur minor damages in the event of seismically induced seiches. However, seiching could result in the failure of larger bodies of water, including water tanks, retention basins, recharge basins and other water storage structures, and could result in the inundation of land and structures downslope. There are no such bodies of water in the immediate Project vicinity (Google Earth). **Potential impacts related to inundation by seiche, are therefore, considered to be less than significant.**

Tsunamis are large waves that occur in coastal areas. The City of Banning is not located in a coastal area, thus **no impacts due to tsunamis will occur.**

As discussed previously in Threshold VI.a.iv, strong ground motions can result in landslides, rock slides and rock falls, particularly where saturated ground conditions exist. During an earthquake, groundwater conditions have an influence in the development of seismically induced slope failures, as well as landslides and mudflows. The proposed Project site is not located adjacent to any areas with low, moderate, or high risk of seismically induced settlement and slope instability and no known landslides have occurred in the Project vicinity (GP Exhibit V-2; GP DEIR Exhibit III-15).

Impacts related to inundation by mudflow are, therefore, considered less than significant and no mitigation measures are required. This issue will not be addressed further in the forthcoming EIR.

Source: GP Exhibit V-2 – Seismically Induced Settlement and Slope Instability; GP DEIR Exhibit III-15 – Seismically Induced Settlement and Slope Instability; GE

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Land Use and Planning Discussion:

a) Physically divide an established community?

There are no established communities surrounding the Project site. The Project is surrounded by land designated for Public Facility – Airport to the south and west, and General Commercial to the north (GP, Exhibit III-2). The proposed Project involves developing a warehouse, which is consistent with the surrounding zoning and land use designations. The Change of Zone requested for the Project is to provide a consistent zoning designation on the entire site. As has been noted previously, the site is presently split between two zone classifications (AI and PF-A). The Change of Zone will not create any impacts to an established community. Potential impacts related to this issue are, therefore, considered **to have no impact. This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description; GP - CD

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

According to the City's GP Land Use Map and Zoning Ordinance, the proposed Project site is designated as Airport Industrial (AI) and Public Facilities – Airport (PF-A). The latter allows airport-related and transportation-related functions such as machining, manufacturing, warehousing, flight schools, restaurants and office uses (GP, p.III-8). Concurrent with the environmental assessment of the proposed Project and other entitlement actions, a General Plan Amendment (GPA) and Change of Zone (ZC) are proposed, changing the land use and zoning of PF-A existing on a portion of the site to AI. The site plan for the proposed Project shows parking and a detention basin on the portion of the site currently designated PF-A. The parking and detention basins might be considered consistent with the PF-A zone, but do not represent public facilities associated with the airport. The proposed Zone Change will eliminate this discrepancy. Warehousing and related office uses are consistent with the AI Zone and land use designation, thus no conflict with plans or policies exists on that portion of the site. Potential impacts related to conflicts with

land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect are consequently considered **less than significant and no mitigation measures are required. This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description; GP - CD

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

As previously described in Threshold IV.f), the Project is located within the Western Riverside County MSHCP – The Pass Area Plan and within an MSHCP special linkage area. Because impacts to the MSHCP have not been fully investigated, the Project may have a **potentially significant impact** related to maintaining consistency with conservation plans. **This potential impact will be addressed in the Biological Resources section of the forthcoming EIR.**

ENVIRONMENTAL FACTORS:		<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. MINERAL RESOURCES. Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mineral Resources Discussion:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Sand and gravel, collectively referred to as aggregate, is the primary mineral resource that is actively being developed in the eastern portion of the City. Weathering, erosion, and other geological processes have deposited materials from the surrounding mountains and hills, forming an alluvial fan with significant deposits of these mineral resources. The Surface Mining and Reclamation Act (SMARA) was developed to assure the preservation of mineral resources while concurrently addressing the need for protecting the environment. Under the purview of SMARA, the State of California Department of Conservation, Division of Mines and Geology, has identified regionally significant mineral deposits in an effort to conserve and develop them as well as to anticipate regional aggregate production needs.

The proposed Project site is located within Mineral Resource Zone 2 (GP, Exhibit IV-8), which means the Project site is located within an area that contains mineral deposits. The significance of these deposits cannot, however, be evaluated from available data. Due to being adjacent to the airport, it is unlikely that a mining operation would be practical at the Project site.

Further, the City has designated specific areas as Industrial-Mineral Resources land use in the City's GP to allow for surface mining operations on lands considered to have significant potential for mineral resources

(GP DEIR, Table I-3). The Project site is not within one of these zones, and is not identified for development of mineral resource mining by either the City or the State. Consequently, the proposed Project will not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. Potential impacts to known mineral resources are thus considered **less than significant**. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP Exhibit IV-8 – Mineral Resource Zones; GP DEIR Table I-3 – City of Banning Draft General Plan Proposed Land Use Designations

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

According to the General Plan, an area of Mineral Resource Zone 2 (MRZ-2) is located in the eastern portion of the City, totaling approximately 6.5 acres of land. An MRZ-2 area contains significant mineral deposits that are present or that there is a high likelihood for them to exist. The eastern portion of the City lies along the alluvial fan of the San Geronio River southeast of the Banning Bench, north and south of Interstate 10 (GP, Exhibit IV-8). As of 2004, the Banning Quarry, operated by Robertson's Ready Mix, was the only aggregate producer within the MRZ-2 designated area of the City.

The proposed Project is not located within or adjacent to the Banning Quarry or any other locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Further, as described in Threshold XI.a above, the proposed Project is not designated Industrial-Mineral Resources land use in the City's GP. Consequently, **no impact** to a locally important mineral resource recovery site is anticipated. **This issue will not be addressed further in the forthcoming EIR.**

Sources: GP Exhibit IV-8 – Mineral Resource Zones; GP DEIR Table I-3 – City of Banning Draft General Plan Proposed Land Use Designations; ZONING

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
expose people residing or working in the project area to excessive noise levels?				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise Discussion:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction and operation of the proposed Project will introduce new noise sources to the Project vicinity. The closest sensitive receptors to the proposed Project site are the scattered residences and a house of worship located approximately 1.27 miles from the site and residences located adjacent to the off-site improvements. The proposed Project will also result in the exposure of construction workers and employees to noise generated by the nearby Banning Municipal Airport. A Noise Study will be prepared to specifically quantify potential noise impacts on nearby sensitive receptors as well as construction workers and employees. The Project may have a **potentially significant impact** related to exposure of residents, employees and construction workers to noise. Consequently, **this topic will be addressed further in the forthcoming EIR.**

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Construction equipment and activities such as vibratory compactors or rollers, pile drivers and pavement breakers have the potential to generate ground-borne vibration. In general, demolition of structures preceding construction and pile driving generate the highest levels of vibration. The proposed Project site is currently vacant and does not necessitate demolition of any existing structures. In addition, according to correspondence with the construction manager, no pile driving is required to construct the proposed facilities (Personal Correspondence, Bob Harding). Heavy trucks that may be utilized during construction can also generate ground-borne vibrations which vary in intensity depending on vehicle type, weight and pavement conditions.

Construction-related truck traffic will be routed directly onto Lincoln and Hargrave Street to I-10 on and off ramps, thereby minimizing the amount of truck traffic having to utilize other City roadways and potentially affecting other land uses. Other than the typical construction equipment and methods needed to construct the Project components, no significant groundborne vibration or ground borne noise is anticipated. No sensitive noise receptors are located within the Project area, and the closest sensitive receptors in the surrounding area (residential land use and house of worship) are approximately 1.27 miles away. Should future use of the rail spur be proposed, additional environmental assessment, including noise analysis, would be required.

Project construction methods are not anticipated to involve any significant sources of groundborne vibration or groundborne noise beyond those that would normally be associated with construction activities. Any noise generated during construction must adhere to the Banning Municipal Code, thus potential

impacts relating to exposure and generation of excessive groundborne vibration or groundborne noise levels are considered **less than significant and no mitigation measures are required. This issue will not be addressed further in the forthcoming EIR.**

Source: BMC

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed Project has the potential to result in a substantial permanent increase in ambient noise levels due to an increase in truck and vehicular traffic to the Project area. A Noise Study will be prepared as part of the EIR analysis. Because noise impacts have not been investigated, the Project may have a **potentially significant impact** related to a permanent increase to ambient noise. **This topic will be addressed further in the forthcoming EIR.**

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed Project has the potential to create a substantial or periodic increase in ambient noise levels. A Noise Study will be prepared to evaluate noise-related impacts due to implementation of the proposed Project. **These impacts could be potentially significant. This topic will be addressed in the forthcoming EIR.**

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Banning Municipal Airport is located adjacent to the Project site on the west. Land use designations within the Project vicinity have been made to accommodate the continued safe operation of the Banning Municipal Airport (GP DEIR, p. III-62). Nonetheless, the Project is located within Zones B1, B2, and D of the Banning Municipal Airport Land Use Compatibility Plan and is required to be reviewed by the Riverside County Airport Land Use Commission (ALUC). The airport has approximately 12,000 operations per year predominately by small, single engine piston aircraft. Due to the relatively small noise footprint generated by this type of aircraft, the associated average annual community noise equivalent level (CNEL) noise contours for the Banning Airport generally stay within the airport property, limiting people exposed to excessive aircraft noise to the airport property. The proposed Project is beyond the 65 CNEL noise contour, which is the standard noise metric used to determine if people would be exposed to excessive noise. The ALUC reviewed the Project in March 2017 (ALUC2) and found the proposed land use consistent with ALUC policies, including noise exposure. Potential impacts to construction workers and employees at the Project site from exposure to excessive airport noise levels are likely to be less than significant as previously noted. **Nonetheless, this potential concern will be evaluated in the Noise Study to be prepared and will be discussed in the EIR.**

Source: GP Exhibit V-7 – Airport Noise Contours at Buildout; GP DEIR Exhibit III-27 – Airport Noise Contours at Buildout; ALUC2

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed Project is not located within the vicinity of a private airstrip, and as such there will be **no impact** on people residing or working in the Project area due to excessive noise levels from this type of facility. **This issue will not be addressed further in the forthcoming EIR.**

Source: ALUC1

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Population and Housing Discussion:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed Project involves extension of an existing road and construction of a warehouse. It does not propose new homes. Per a discussion with the industrial Project general contractor to determine the number of workers required for a project this size as well as commuting behavior of construction workers (Personal Communications, Bob Harding²), construction projects of this size typically require between 20 and 150 workers per day at the site, depending on the phase of construction and take approximately 10 – 18 months to complete. Due to the limited duration of construction, local population growth related to construction jobs is not expected. Construction projects in the Inland Empire typically use staff within 50 miles of a project site. Construction workers are expected to commute from the City of Banning as well as from communities as far west as Corona and as far east as Palm Springs.

Furthermore, according to the Southern California Association of Governments (SCAG Profile of the City of Banning), in 2015 approximately 6.1% of the jobs in the City were in wholesale activities. The SCAG report also indicates that over 38% of people living in Banning currently commute over 30 minutes to work in other cities. Introducing additional wholesale jobs to the City could retain employees within the City instead of commuting, thereby minimizing impacts to the environment. For a warehouse this size based on industry research conducted by the National Association for Industrial and Office Parks (NAIOP), it is estimated that there would be approximately one worker employed for every 2,000 square feet of space. For this Project, that would be approximately 500 workers employed at the site, depending on the type of use the building will ultimately operate. Only a portion of total employees would, however, be anticipated to be new residents attracted to Banning specifically by the Project. Consequently, the Project is anticipated to have a **less than significant impact** related to direct or indirect creation of population growth. **This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed Project site is currently vacant and there is no existing housing at the Project site. The proposed warehouse will not displace any existing housing; consequently **no impacts** related to housing displacement are anticipated. **This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed Project site is currently vacant and does not contain any existing housing. Development of a warehouse will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Consequently, **no impact** to housing is anticipated as a result of the proposed Project. This issue will not be addressed further in the forthcoming EIR.

Source: Project Description

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project:				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Public Service Discussion:

- a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?***

i. Fire protection?

Fire protection services are provided to the City of Banning through a contractual agreement with the Riverside County Fire Department, which in turn contracts with the California Department of Forestry CAL FIRE. The contract provides various fire related services, including emergency medical services, fire prevention, disaster preparedness, fire safety inspections, hazardous materials business plan programs and plan reviews. When an emergency call is received, the station that is physically closest to the emergency will respond, even if the emergency is located outside the station's official "jurisdiction" (GP-PSF, p. VI-35.)

Fire Station No. 89, located at 172 North Murray, is approximately 1.7 miles to the northwest of the Project site and would likely provide emergency response services to the Project site. The Riverside County Fire Department is rated as Class 4 by the Insurance Service Office (ISO), a private company, which rates fire departments throughout the country based on a scale of 1 to 10, with Class 1 being the highest possible score. The City aims for a ratio of above 0.70 fire personnel per 1,000 residents, which would be 58 firefighters at General Plan buildout (GP DEIR, p. III-202). The City of Banning's contract for fire support services with the County includes a Regional Fire Protection Program with other surrounding cities wherein each of the cities (Beaumont, Calimesa, Cabazon) has access to the services provided by the County to the participating jurisdictions.

The Project proposes to extend John Street to the east and develop a warehouse. This use is consistent with the City's existing land use designation for the site. The Project will not cause a significant increase in population triggering the need for additional fire facilities or impacts to acceptable service ratios, response times, or performance objectives. The Project will be designed to meet Banning Municipal Code 8.16.010, which applies the 2016 California Fire code to building and equipment design features. The proposed Project is a warehouse being built on speculation, therefore there is no identified user at this time. The anticipated uses for the building include standard high-cube warehousing, which typically includes household products and is not being designed to store hazardous materials. No hazardous or highly volatile substances are anticipated to be stored on-site per Threshold VIII(a) and (c); however, should the site store hazardous materials, the Project will comply with state and federal regulations pertaining to hazardous materials storage. The Banning Fire Department will conduct pre-occupancy and periodic inspections after occupancy to ensure compliance with all fire and hazardous materials regulations.

Interviews with the industrial Project general contractor were (Personal Communications, Bob Harding) conducted to determine the number of workers required for a project this size. Construction projects of this size typically require between 20 and 150 workers per day at the site, depending on the phase of construction and take approximately 10 – 18 months to complete. Due to the limited duration of construction, population growth from construction jobs is not expected. For a warehouse this size based on industry research conducted by the National Association for Industrial and Office Parks (NAIOP), it is

estimated that there would be approximately one long term worker employed for every 2,000 square feet of space. For this Project, that would be approximately 500 workers employed at the site, depending on the type of use the building will ultimately operate. Only a portion of total employees would, however, be anticipated to be new residents attracted to Banning specifically by the Project. The Project is consistent with the type and intensity of development envisioned by the General Plan in the Project area. The developer will also be required to pay Fire Impact fees to address potential impacts to fire protection services.

Therefore, impacts related to fire protection will be **less than significant** and no mitigation measures are required. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP – PSF; GP DEIR

ii. Police protection?

Police protection services within City limits are provided by the Banning Police Department (GP, p. VI-32). The Banning Police Department has 35 sworn officers and maintains a ratio of 1.4 sworn officers for every 1,000 residents (GP DEIR, p. III-200). The City's police station is located at 125 East Ramsey Street, approximately 1.7 miles northwest of the Project site. The police response time for high-priority calls is between three and seven minutes with the City (GP-PSF, p. VI-33). The developer will pay the associated police impact fees.

The Project proposes to extend John Street to the east and develop a warehouse; this use is consistent with the City's existing land use designation for the site. The Project site will be fully fenced on all four sides with eight foot chain link fencing. An entry gate, including a guard house, will be installed near the Project entrance at the terminus of John Street and a gate on the northeast side of the building. The Project is not anticipated to cause a significant increase in population triggering the need for additional police services. An interview with the industrial project general contractor was conducted (Personal Communications, Bob Harding) to determine the number of construction workers required for a project this size. Projects of this size typically require between 20 and 150 workers per day at the site, depending on the phase of construction and take approximately 10 – 18 months to complete. Due to the limited duration of construction, population growth from construction jobs is not expected.

For a warehouse this size, based on industry research conducted by the National Association for Industrial and Office Parks (NAIOP), it is estimated that there would be approximately one long-term worker employed for every 2,000 square feet of space. For this Project, that would be approximately 500 long-term workers employed at the site, depending on the type of use the building will ultimately operate. Only a portion of total employees would, however, be anticipated to be new residents attracted to Banning specifically by the Project. The Project is consistent with the type and intensity of development envisioned by the General Plan in the Project area. The developer will also be required to pay Police Facilities impact fees. Consequently, impacts related to police protection will be **less than significant** and no mitigation measures are required. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP – PSF; GP DEIR

iii. Schools?

The majority of the City is served by the Banning Unified School District, with a small area in the western portion of the City served by the Beaumont Unified School District (GP, pp. VI-24 – VI-25). The proposed Project involves extending John Street to the east and developing a warehouse and will not cause an increase in population that would require additional school facilities. According to the SCAG profile of the City, between 2000 thru 2016, school enrollment decreased by 4.6 percent for elementary (grades K-6), 10.7 percent for grades 7-9, and showed an increase of 1.3 percent for grades 10-12.

As has been noted in preceding sections, limited local population growth is expected as a direct result of the proposed Project. The Banning Union School District (BUSD) will determine school impact fees the developer will be required to pay to address potential impacts to school facilities. The District's fee schedule is based on square footage and the type of development involved. With payment of impact fees, **no impact** related to school services or facilities is anticipated. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP – PSF; GP DEIR; SCAG

iv. Parks?

Parks and recreation services within the City of Banning are provided by the City Community Services Department. The closest City park to the Project (Lions Park) is approximately five mile away. The Riverside County Regional Park and Open Space District also provides recreational facilities and services at County owned parks facilities. As has been noted previously, the proposed Project is a warehouse that will not cause a substantial increase in local population. Consequently, no need to provide additional park service is anticipated. The Project will pay parkland associated development impact fees. With payment of impact fees, **no impact** related to park services or facilities is anticipated. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP – Community Development; GP DEIR

vi. Other public facilities?

Other public facilities in the City include one U.S. Post Office, the Banning Municipal Airport, San Geronio Memorial Hospital, and a number of public utility facilities operated by the City Public Works Department. As has been noted previously, the proposed Project is a warehouse that will not cause a substantial increase in local population. No construction of additional public facilities will be required. The Project will also pay associated general City facility development impact fees. Therefore, since no additional public facilities are anticipated, there will be **no impact** to public facilities. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP – PSF

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Recreation Discussion:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The closest City park to the Project, Lions Park, is approximately a five mile drive; the closest regional park is Bogart Park located in Cherry Valley, approximately a 13 mile drive from the Project site. The proposed Project involves the development of a warehouse and will not cause a substantial increase in the local population, as described in preceding sections. Consequently, no increase in the use of existing neighborhood and regional parks or other recreational facilities is anticipated. The Project will pay parkland associated development impact fees. With payment of impact fees, **no impact** related to parks or other recreational facilities is anticipated. **This issue will not be addressed further in the forthcoming EIR.**

Source: Project Description

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project does not include new public recreational facilities or require the construction or expansion of recreational facilities. As described in the preceding sections (Section XIII – Population and Housing, and Section XIV-iv, Parks), the proposed Project will not cause a significant increase in local population, and no need for additional park facilities is anticipated. The Project must also pay parkland related impact fees. Consequently, there will be **no impact** in this regard. **This issue will not be addressed in the forthcoming EIR.**

Source: Project Description

ENVIRONMENTAL FACTORS:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Transportation and Traffic Discussion:

- a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

A Traffic Impact Analysis will be prepared and potential impacts relative to compliance with adopted plans and policies analyzed as part of the EIR. Short-term, construction-related and long-term, operationally generated traffic will occur with the Project. The Project may have a **potentially significant impact** related to the effectiveness of the circulation system. **This topic will be addressed further in the forthcoming EIR.**

- b) Conflict with applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Each county in California is required to develop a Congestion Management Program (CMP) that analyzes the links between land use, transportation and air quality. The Riverside County Transportation Commission

(RCTC) is the County of Riverside's Congestion Management Agency. The RCTC prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines and state CMP legislation. According to the RCTC CMP, within Banning's sphere of influence, I-10 is the only roadway that is part of the CMP. The Project may have a **potentially significant impact** related to travel demand, level of service standards and other CMP provisions. **This topic will be addressed in the forthcoming EIR.**

Source: RCTC CMP

c) *Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The Banning Municipal Airport is located immediately adjacent to the south and west of the Project site. The Project's use as a distribution center is consistent with the allowable land uses within the Zones B1, B2 and D of the Airport Land Use Compatibility Plan and as reviewed in the ALUC's Development Review of the Project in March 2017 (ALUC). A General Plan Amendment and Zone Change is in process for the Project's southern portion of the parcels that are zoned PF-A to be zoned AI. The Project is not anticipated to use Banning Municipal Airport for the movement of goods as the airport does not have the required infrastructure. The operation of the proposed Project is anticipated to use airports in the Inland Empire that have existing cargo operations for the movement of goods; however, the utilization of these airports is not anticipated to cause an increase in total operations or cause other adverse impacts. Therefore, implementation of the Project will have a **less than significant** and no mitigation measures are required related to air traffic patterns. **This issue will not be addressed in the forthcoming EIR.**

Source: ALUC2; GE; Project Description

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed Project does not propose any design features that would increase traffic hazards. The Project would, however, introduce truck traffic onto existing streets and at freeway ramps, and does include the expansion of John Street. These impacts may be **potentially significant**. **The forthcoming EIR will discuss these issues** related to a potential increase in traffic hazards.

Source: Project Description

e) *Result in inadequate emergency access?*

Access to the Project site will be provided from the John Street extension and a secondary fire access road south and west of the Project site. As Threshold VIII (g) notes, John Street would not be designated as a Major Local Roadway and would not be expected to be a major evacuation route in the event of an emergency. The traffic analysis will, however, evaluate potential impacts of increased truck and vehicular traffic to emergency access and evacuation routes. These impacts may be **potentially significant**. **This issue will be addressed in the forthcoming EIR.**

Source: BMC

f) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The GP identifies that sidewalks, bike lanes, off-street trails and golf cart routes are especially important along major roadways in the community. In May 2002, the Banning City Council approved the final Pass Area Transit Plan. The Transit Plan establishes the Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. Regional bus service is provided by the Riverside Transit Agency (RTA), which provides services to Hemet/San Jacinto (Route 31), Moreno Valley (Route 35), and Calimesa/Redlands (Route 36). There are no bus stops or bike lanes proposed as part of this Project. The closest bus route to the Project is the City of Beaumont Transit System Route 2 that goes to Beaumont, Morongo Casino and the Cabazon Outlet Malls. The bus stop for this route is located at the intersection of East Ramsey Street and Hargrave Street, approximately 1.4 miles north of the Project site on the north side of I-10.

The proposed Project involves development of a warehouse that will not conflict with any adopted policies, plans, or programs supporting alternative transportation. Therefore, **no impact** will occur. **This issue will not be addressed in the forthcoming EIR.**

Source: GP – CD

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRIBAL CULTURAL RESOURCES. Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tribal Cultural Resources Discussion:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

As discussed previously in *Threshold 5a (Cultural Resources)* there are no listed historic resources or any eligible for listing at the Project site and the site is currently vacant. Nonetheless, it is possible that previously undiscovered historical resources may be encountered at the Project site. A site-specific cultural resources investigation will be conducted at the Project site. Thus, impacts to tribal resources are considered **potentially significant** and **this topic will be addressed in the forthcoming EIR.**

Source: AE

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- prescribed notification and response timelines;
- consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- documentation of all consultation efforts to support CEQA findings.

AB 52 notification was initiated for this Project as required for a Notice of Preparation and EIR.

Senate Bill (SB) 18 requires local agencies to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process, thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage. SB 18 notification was initiated for this Project as required for a General Plan Amendment and associated Change of Zone.

In accordance with SB 18 and AB 52, the City sent letters of Notice to all Native American tribes on the recommended NAHC (Native American Historic Commission) distribution list, advising of the General Plan Amendment, Zone Change and EIR. Tribal consultations will be held as requested. Since AB 52 and SB 18 consultation is currently in progress by the Lead Agency, the Project may have a **potentially significant impact** related to tribal notification and consultation; **the forthcoming EIR will analyze this issue.**

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Require or result in the construction of new water or wastewater treatment or facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Utilities and Service Systems Discussion:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Project construction will be required to comply with the provisions of the SWRCB Construction general permit to ensure all wastewater treatment requirements are met. Wastewater produced at the Project site will likely be transported to the City of Banning Wastewater Reclamation Plant, located at 2242 East Charles Street. The City's GP contains policies and programs intended to reduce impacts to water resources to less than significant levels and assure the continued implementation of federal, state, local and all other applicable pollution control standards (GP DEIR, p. III-110). Thus, compliance with the GP would also constitute compliance with wastewater treatment requirements of the RWQCB and impacts will be **less than significant. This topic will not be further discussed in the EIR.**

Source: Project Description; SWRCB; GP DEIR

b) Require or result in the construction or relocation of new water or wastewater treatment or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The City of Banning Public Works – Wastewater Division provides sanitary wastewater services to the City of Banning, including the Project site. Buildout according to the City's GP is anticipated to occur gradually over the life of the GP and the City will monitor growth trends to assure that wastewater services are adequate (GP DEIR, p. III-210). The Project will provide approximately 6,000 linear feet of sewer line and an associated lift station. In addition, the Project will be required to contribute development impact fees for projected

future needs of the City wastewater collection and treatment system. Because impacts have not been fully investigated the Project may have a **potentially significant impact** related to new wastewater facilities, including a sewer line and lift station. **This topic will be addressed further in the forthcoming EIR.**

Source: Project Description; GP DEIR

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As noted in Threshold XVI.b) the Project includes construction of storm drain facilities to accommodate existing and proposed stormwater flows. Potential impacts of these facilities have not been fully investigated, therefore the Project could have a **potentially significant impact**. **This issue will be analyzed in the forthcoming EIR.**

Source: Project Description

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

City Public Works and Utilities provides domestic water services to the City of Banning and unincorporated County of Riverside lands located southwesterly of the City limits. The City owns and operates wells, reservoirs, and a distribution line system to deliver domestic water within their service area.

The Project requires construction of an offsite water line 9,350 linear feet in length to connect to existing lines at the intersection of S. Hathaway Street and E. Barbour Street. Approximately 4,714 linear feet of the water line extension will extend north on Hathaway and then east on the extension of John Street. The remaining 4,636 linear feet will be east and south of the Project site, terminating at the intersection of Scott Street and W. Westward Avenue. Impacts have not been fully quantified relating to water supplies. The Project could have a **potentially significant impact** in this regard. **This issue will be analyzed in the forthcoming EIR.**

Source: Project Description; GP DEIR; UWMP

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The City of Banning Public Works – Wastewater Division provides sanitary wastewater services to the City of Banning, including the Project site. Buildout according to the City's GP is anticipated to occur gradually over the life of the GP and the City will monitor growth trends to assure that wastewater services are adequate (GP DEIR, p. III-210).

The Project includes offsite improvements, including an approximately 6,000 linear foot sewer line and lift station. In addition, the Project will be required to contribute development impact fees for projected future needs of the City wastewater collection and treatment system. Impacts have not been fully investigated related to wastewater services. The Project could have a **potentially significant impact**. **This issue will, therefore, be analyzed in the forthcoming EIR.**

Source: Project Description; GP DEIR

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Solid waste collection and disposal services are provided by Waste Management Inland Empire and trash collected from the City is disposed at the Lamb Canyon Sanitary Landfill, El Sobrante Landfill, and the Badlands Landfill. According to CalRecycle databases, the El Sobrante Landfill has a remaining capacity of 145,530,000 tons and is anticipated to cease operation in 2045. Similarly, the Badlands Sanitary Landfill had a remaining capacity of 15,748,799 cubic yards as of January 2015 and is anticipated to operate through January 2022 (CalRecycle).

Warehouse solid waste generation rates are approximately 13.82 pounds/day per employee (CalRecycle). Using the industry standard CalRecycle estimated solid waste generation rates, a warehouse the size of this Project would generate approximately 13.82 pounds of waste per day, per employee. This Project assumes approximately 500 total employees, although only a portion would likely be on-site at any given time. At worst case, assuming all 500 employees to be on-site each day, 6,910 pounds of waste could be generated each day (4.07 cubic yards) (ENG).

The proposed Project is consistent with the anticipated land uses analyzed by the City's General Plan and the Project is not anticipated to generate what would be considered a significant amount of waste. Proposed land uses envisioned in the City's GP are not anticipated to produce unusually high quantities of waste; however, in order to ensure the safe and cost effective disposal of the City's solid waste, monitoring of waste management by City departments is necessary (GP DEIR, p. III-212). Landfills that would most likely receive solid wastes generated by the Project have available capacity. The Project's solid waste disposal needs and potential impacts are consequently considered to be **less than significant and no mitigation measures are required. This issue will not be addressed in the forthcoming EIR.**

Source: CAL-R; ENG

g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

The collection and disposal of solid waste would conform to applicable federal, State, and local plans and regulations, including AB 939 (Integrated Waste Management Act, 1989) that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000 (GP DEIR, p. III-211). AB 341 (Mandatory Recycling), adopted in 2011, increases this recycling goal to 75% of solid waste generated should be reduced, recycled or composted by the year 2020. The proposed Project will be required to adhere to all federal, State and local regulations related to solid waste during construction and operation.

The City's GP Public Services and Facilities policies include the following that will be applied to this Project:

- Policy 7 – The City shall continue to confer and coordinate with its solid waste service franchisee to maintain and, if possible, exceed the provisions of AB 939 by expanding recycling programs that divert valuable resources from the waste stream and returning these materials to productive use.
- Policy 8 – the City shall support, and to the greatest extent practical, shall encourage commercial and industrial businesses to reduce and limit the amount of packaging and potential waste associated with produce sale and production.

In consideration of the foregoing factors, the proposed Project is considered to have a **less than significant impact** in terms of complying with federal, state, and local statutes and regulations related to solid waste. **This issue will not be addressed further in the forthcoming EIR.**

Source: GP DEIR

ENVIRONMENTAL FACTORS:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIV. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings of Significance Discussion:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

MSHCP Section 6.3.2 requires burrowing owl and Los Angeles pocket mouse surveys to determine the presence or absence of this species at the Project site and areas associated with off-site features, along with appropriate mitigation measures to reduce impacts to this species. The proposed Project is also required to pay MSHCP impact fees to contribute to regional habitat protection for multiple species. There are no known historic or archaeological resources at the Project site or in areas associated with the construction of off-site features. Compliance with standard procedures identified in this assessment will ensure that any impacts to human remains that may be uncovered during Project construction will be less than significant. It is still possible, however, that there may be previously unidentified cultural resources at the Project site. Because there may be potentially significant impacts to burrowing owls and unknown cultural resources at

the proposed Project site, these topics will be addressed in the forthcoming EIR and appropriate mitigation measures identified to reduce impacts to a less than significant level.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

The proposed Project will be developed in conformance with the Airport Industrial land use designation in the city’s General Plan. The Project may, however, result in several cumulatively considerable impacts, including air quality, noise, and traffic generation. Project-specific studies will be prepared in these topical areas to assess the proposed Project’s contribution to potentially significant cumulative impacts. Because there may be potentially significant cumulative impacts, this topics will be addressed in the forthcoming EIR and appropriate mitigation measures identified to reduce impacts to a less than significant level.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

The Project proposes construction and operation of a warehouse building, which will attract additional traffic to the area. This may contribute to an exceedance of SCAQMD thresholds for air quality and pose a threat to human health. Likewise, noise impacts associated with construction and operation of the proposed Project will be assessed to determine the potential for nuisance noises to be generated at the Project site. Project-related impacts have not been fully evaluated and the Project may have a potentially significant impact to human health. These topics will be addressed in the forthcoming EIR and appropriate mitigation measures identified to reduce impacts to a less than significant level.

EARLIER ANALYSES

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 1503 (c) (3) (D).

Earlier Analysis Used, if any:

None

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