1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Rancho San Gorgonio Specific Plan. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decisions. This document focuses on impacts determined to be potentially significant in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Banning's CEQA procedures. The City of Banning, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, agricultural resources, air quality, biological resources, cultural resources, geological resources, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The main objectives of this document as established by CEQA are listed below:

- To disclose to decision makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.

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- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: For each environmental parameter analyzed, provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is

incorporated; and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices: The appendices for this document contain the following supporting documents:

- Appendix A: Initial Study/Notice of Preparation
- Appendix B: NOP Comments
- Appendix C: Air Quality/GHG Analysis Study
- Appendix D: Biological Resources Report
- Appendix E: MSHCP Consistency and DBESP Report
- Appendix F: Cultural Resources Assessment
- Appendix G: Phase I Environmental Site Assessment and Addendum
- Appendix H: Water Quality Management Plan
- Appendix I: Master Plan of Drainage
- Appendix J: Water Supply Assessment
- Appendix K: Geotechnical Investigation and Addendum

- Appendix L: Noise Study
- Appendix M: Public Services Questionnaire Responses
- Appendix N: Traffic Impact Analysis
- Appendix O: Master Plan of Sewer
- Appendix P: Master Plan of Water

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[h]) encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;

- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;

- Reduce paperwork by encouraging the reuse of data (through tiering).

1.3 PROJECT LOCATION

The project site covers approximately 831 acres, 670 acres in the southern portion of the City of Banning and 161 acres in unincorporated Riverside County, California. The City of Yucaipa and San Bernardino National Forest border Banning to the north; the City of Palm Springs lies 17 miles to the east; the City of San Jacinto is 9 miles to the south; and the City of Beaumont borders Banning on the west (see Figure ES-1, *Regional Location*). The Morongo Indian Reservation is northeast of Banning, and areas of unincorporated Riverside County also border Banning on the north, east, and south.

As shown in Figure ES-2, *Local Vicinity*, the Rancho San Gorgonio Specific Plan site is an irregularly shaped area on the southern edge of the City, about 0.4 mile south of Interstate 10 (I-10), which runs east–west through the City and provides regional access to the site.

The project site is bounded by Westward Avenue on the north, Sunset Avenue and Turtle Dove Lane on the west, San Gorgonio Avenue (State Route 243, SR-243) on the east, and Coyote Trail and Old Idyllwild Road on the south. Access to the site from I-10 is via ramps at Sunset Avenue, 22nd Street, and 8th Street, from west to east. A portion of the site (approximately 161 acres) is in the City's sphere of influence (SOI), and is anticipated to be annexed as part of the development process.

The entire site is undeveloped and leased for cattle grazing; existing site conditions are shown in Figure ES-3, *Aerial Photograph*.

1.4 PROJECT SUMMARY

As shown on Figure ES-4, *Proposed Land Use Plan,* the proposed project is a master-planned community organized into 44 planning areas (PAs)[1] and includes a mixture of residential, commercial, open space, and recreational uses. Parks and paseos are incorporated to buffer the natural creeks onsite and to provide nonmotorized access throughout the planned community.

Proposed Land Uses

The following land uses are proposed for the project site:

- **Residential.** Encompasses 62.2 percent of the site and includes Very Low Density, Low Density, Medium Density, Medium Density–Age-Qualified, and Medium-High Density Residential. In total, 3,133 dwelling units would be allowed in the Specific Plan area, with an average density of 4.1 dwelling units

[1] The Specific Plan Planning Areas are numbered 1 through 18; however, some PAs include alpha character subsets of the same number. The total number of separate planning areas is therefore 44.

per acre. If PA 9 and PA 16-C are developed in accordance with their Residential Overlay Alternative, allowable residential development would increase to 3,385 units.

- **Parks/Open Space.** Encompasses 25.2 percent of the site and includes the Rancho San Gorgonio Community Park, Confluence Park, Neighborhood Park, Entry Park, Village Paseos, Creeks/Creek Edge Linear Parks, and Natural Open Space.
- **Other.** Encompasses 12.5 percent of the site and includes Neighborhood Commercial, Public Facility, School, Backbone Roadways Right-of-Way, and Storm Drain Easement. Development would allow up to 101,300 square feet of commercial use, an elementary school, and a wastewater treatment plant.

Circulation

The Rancho San Gorgonio Specific Plan would have pedestrian and vehicular circulation systems, including roadways, landscaping, street lighting, sidewalks, and pedestrian paths. The main objective of the circulation plan is to provide direct and convenient access throughout the project area and to substantially implement the Circulation Element of the City of Banning General Plan as it relates to the Rancho San Gorgonio Specific Plan.

Primary community access points would be at 22nd Street and 8th Street, south of Westward Avenue. A median-divided modified arterial named Rancho San Gorgonio Parkway is designed to connect 8th Street to 22nd Street, with an east-west connection to SR-243. Additional access will be provided via Sunset Avenue, with a proposed bridge crossing Pershing Creek.

Public transit in Banning is provided by Pass Transit. Route 6 serves the southern portion of the City, which includes the project area, along Westward Avenue from Sunset Avenue to South San Gorgonio Avenue/SR-243. The proposed circulation plan includes bus turnouts.

Infrastructure

Proposed onsite infrastructure includes storm drains, retention/detention basins, wastewater, water, recycled water, and dry utilities (i.e., electric, gas, telephone, and cable) that would connect to existing facilities adjacent to the project site. The proposed Specific Plan includes a Water Master Plan and a Sewer Master Plan outlining the sizes and locations of proposed water and sewer mains. The Specific Plan includes construction of several storm drains, one of which would convey Montgomery Creek underground through the site, and about 37 detention/retention basins. The remaining three streams in the project site would be left mostly in their existing condition.

Figure ES-1 - Regional Location
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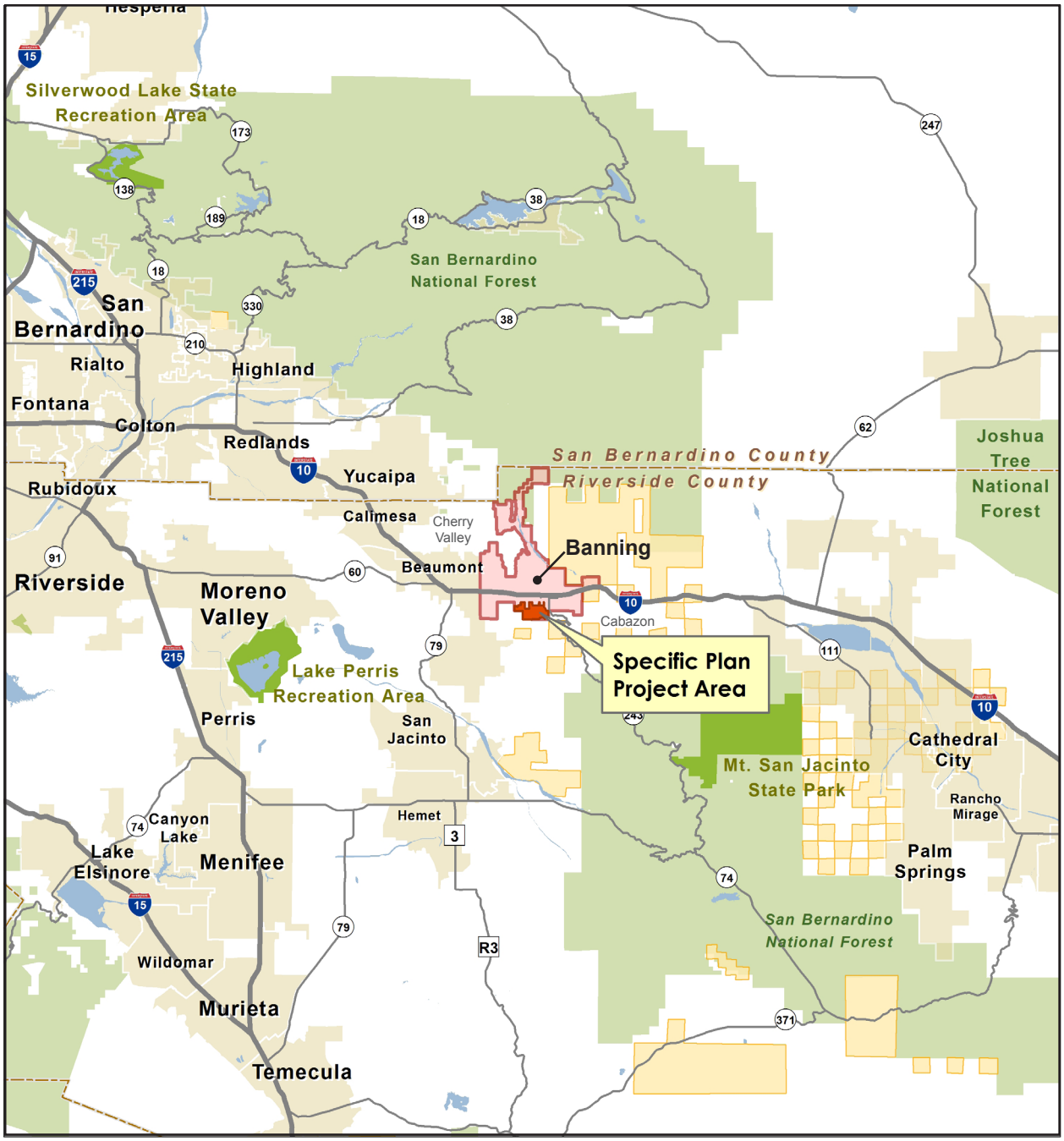

Base Map Source: ESRI, 2016

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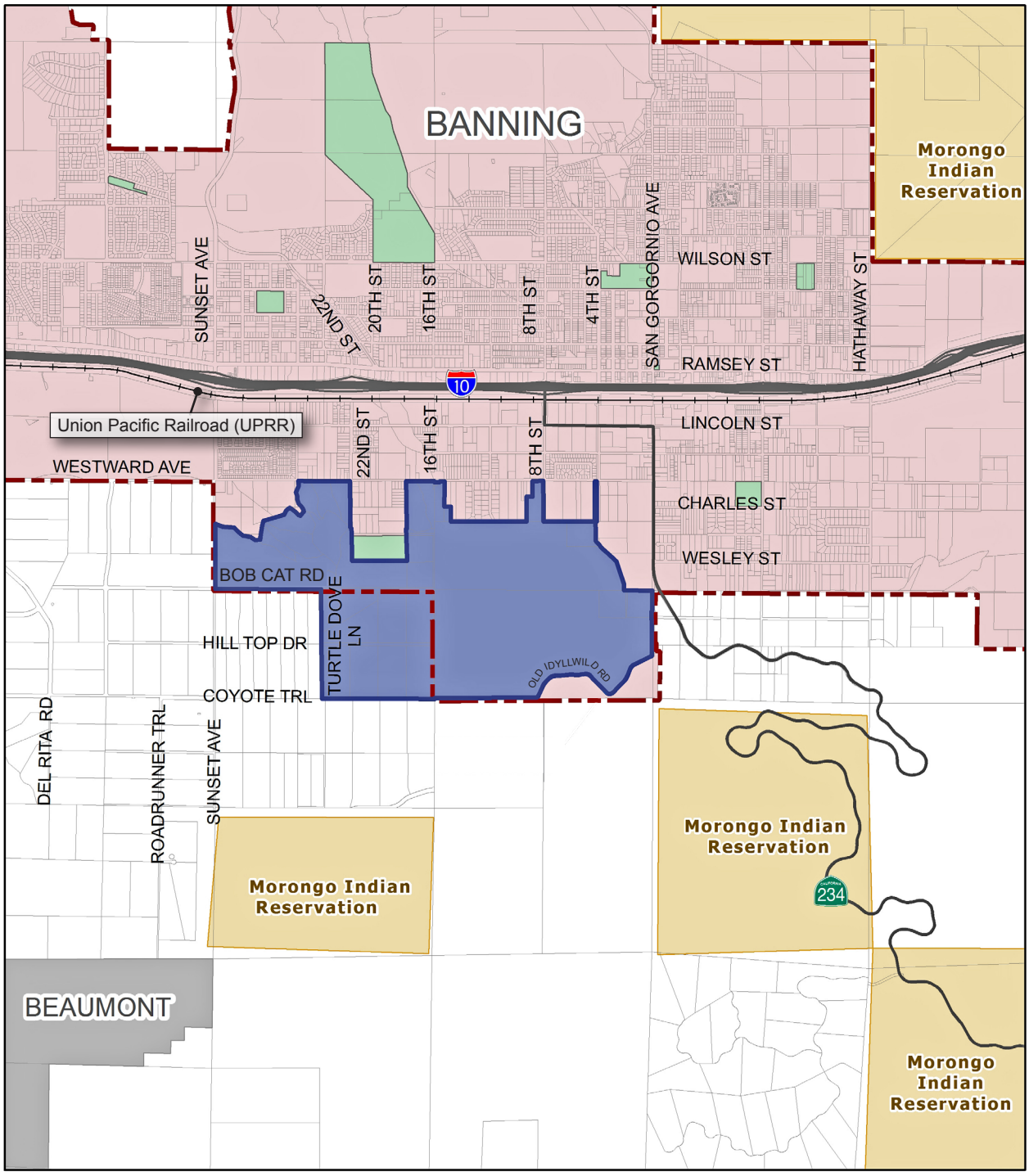
Figure ES-2 - Local Vicinity
1. Executive Summary



Base Map Source: ESRI, 2016

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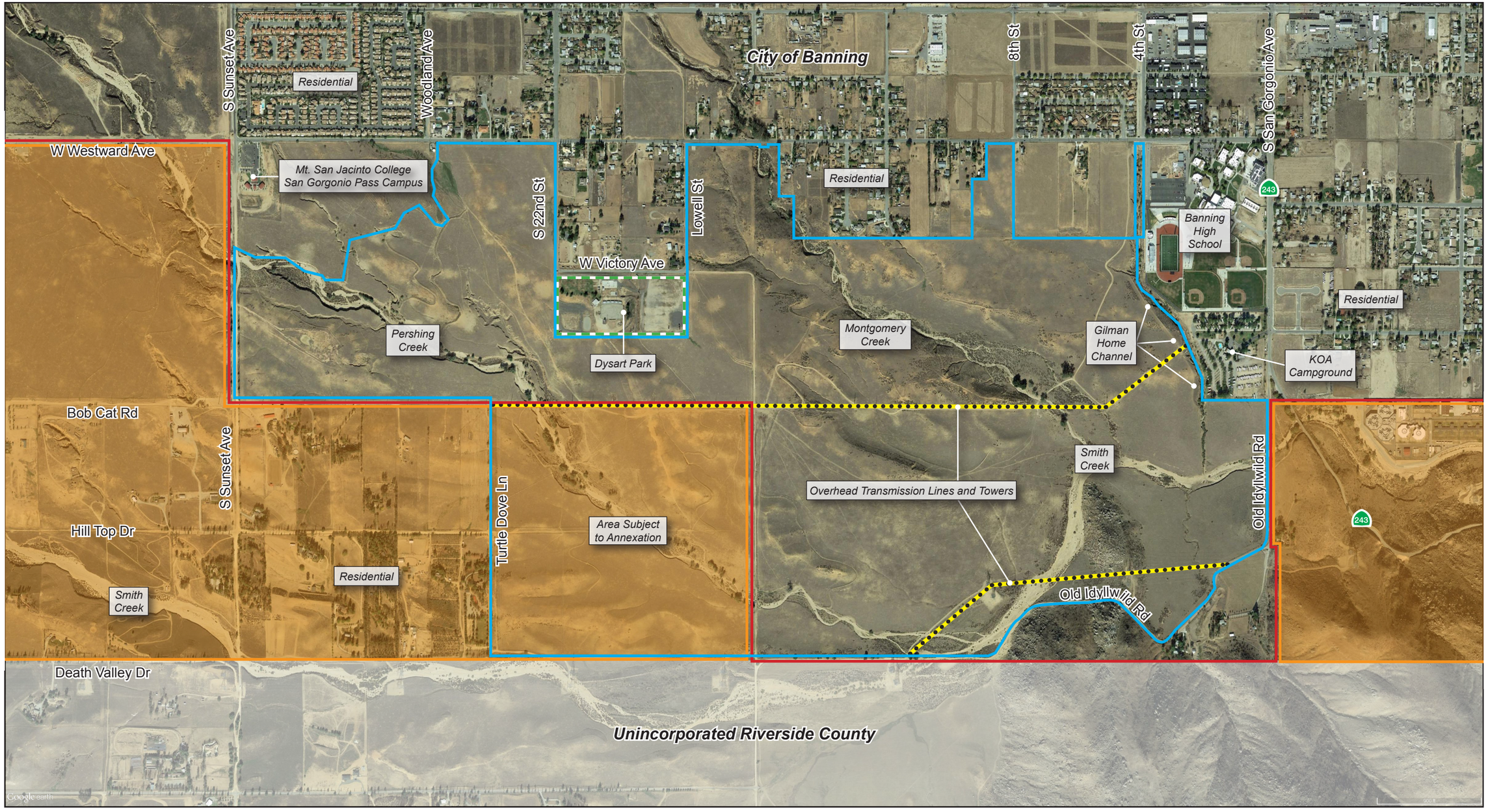
Figure ES-3 - Aerial Photograph
1. Executive Summary



City Boundary Specific Plan Boundary Sphere of Influence Park Limits

0 900
Scale (Feet)

Base Map Source: Google Earth Pro, 2014

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Figure ES-4 - Proposed Land Use Plan
1. Executive Summary

Base Map Source: Michael Baker International, 2015

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1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives were based, in part, on their potential ability to reduce or eliminate impacts determined to be significant and unavoidable for the proposed project. Table 1-1 details the buildout statistics for the proposed project and each of the project alternatives.

Table 1-1 Buildout Statistical Summary

	Proposed Project[1]	No Project/ No Development Alternative	No Project/ Existing General Plan Alternative	Reduced Density Alternative
Dwelling Units	3,133 (3,385)	0	1,865	2,708
Population[2]	8,365 (9,038)	0	4,980	7,230
Employment	96 (0)	0	0	0
Jobs-to-Housing Ratio	0.03 (0)	0	0	0

[1] Project buildout would consist of 3,385 units and 9,038 residents if Planning Area (PA) 9 and PA-16C are not developed as commercial or school uses, respectively, and instead are developed in accordance with their Residential Overlay Alternatives. In this case, the commercial use would not be developed and no jobs would be generated.

[2] Population is calculated by using the California Department of Finance's average household size of 2.67 for the City of Banning (DOF 2015).

1.5.1 No Project/No Development Alternative

Under the No Project/No Development Alternative, the proposed Rancho San Gorgonio Specific Plan would not be adopted and no development would occur onsite. The project site would remain in its existing conditions—that is, vacant and used for cattle grazing. The four onsite creeks, including Pershing Creek, Montgomery Creek, Smith Creek and Gilman Home Channel would remain in their current natural states.

As shown in Table 1-1, buildout of the No Project/No Development Alternative would maintain existing conditions onsite. There would be no residential or nonresidential development nor any associated residents or employees. The site would remain vacant and undeveloped.

Ability to Reduce Environmental Impacts

Under the No Project/No Development Alternative, impacts on aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, housing, public services, recreation, and utilities and service systems would be reduced in comparison to the proposed project. The alternative would also eliminate significant and unavoidable impacts to air quality (operational), greenhouse gas emissions, noise, and population growth. Only transportation and traffic impacts would be greater under this alternative.

Ability to Achieve Project Objectives

While this alternative would reduce impacts in nearly all topical areas and also eliminate significant and unavoidable impacts, the No Project/No Development Alternative would not meet any of the project objectives. Since the project site would remain undeveloped and vacant, this alternative would not create a master planned community that articulates the City's market conditions and comprehensive development planning approach (Nos. 1 and 2); provide a high quality, livable community with a wide range of housing opportunities (Nos. 3 and 4); promote sustainability through green building practices and water and energy efficiency (Nos. 5 and 6); provide recreational amenities and ease of navigation (Nos. 7 and 8); provide safe and efficient roadway networks, alternative transportation, and public services (Nos. 9, 11 and 12); address drainage and water quality issues onsite (No. 10); or promote community security with "defensible spaces" and engagement with the area's homeowners associations (No. 13).

1.5.2 No Project/Existing General Plan Alternative

The No Project/Existing General Plan Alternative would develop the site based on the current General Plan land use designations. According to the City's General Plan, the 670-acre portion of the site within Banning is designated Very Low Density Residential, with limited Medium Density Residential, High Density Residential, Rural Residential, and Open Space-Parks and Open Space-Resources. The remaining 161 acres of the project site is in the City's SOI in unincorporated Riverside County. This area is designated Ranch/Agriculture by the City of Banning and Light Agriculture (A-1) by the County of Riverside.

Buildout of this alternative would allow up to 1,865 dwelling units and introduce approximately 4,980 residents using the City's average household size of 2.67. Nonresidential development would not be developed onsite; therefore, no jobs would be generated.

Ability to Reduce Environmental Impacts

Impacts of the No Project/Existing General Plan Alternative would be reduced for aesthetics, agriculture and forestry resources, air quality (construction and operations), geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, housing, public services, transportation and traffic, and utilities and service systems. Impacts would be similar for biological resources, cultural resources, hazards and hazardous materials, and recreation. Additionally, significant and unavoidable impacts related to air quality (AQMP consistency) and population growth would be eliminated.

Ability to Achieve Project Objectives

While this alternative would reduce several impacts, the No Project/Existing General Plan Alternative would not achieve several of the project objectives. For example, development of this alternative would not be designed as a master planned community (No. 1); would not update the City's General Plan based on current and projected market conditions (No. 2); promote the concept of sustainable community development through green building practices (No. 5); create a community easy to navigate with landscaping, signage, and entry design (No. 7); provide recreational amenities (No. 8); provide safe and efficient circulation linking a planned community to the rest of the City (No. 9); address drainage and water quality issues by providing drainage, water quality, and flood control improvements (No. 10); encourage alternative transportation by

creating a walkable community with well-defined linkages (No. 12); or promote community security through appropriate outdoor design and defensible spaces (No. 13). Most of these project objectives would be best achieved by implementing a cohesive master plan that is designed all at one time to create a unified community.

Development of this alternative would be able to provide a quality, livable community (No. 3) although not through implementation of a specific plan, and provide a range of housing opportunities (No. 4) although not to the same degree as the proposed Specific Plan, which has various ranges of housing types at different price points. This alternative would be able to incorporate water and energy efficiency (No. 6) by complying with applicable local water and energy conservation regulations and ensure provision of public services (No. 11).

1.5.3 Reduced Density Alternative

The Reduced Density Alternative would generally reduce residential development in the Specific Plan area by 20 percent while maintaining the development footprint of the project. The reduction in residential density would occur equally across the project site and would result in a buildout of 2,708 dwelling units and 7,230 residents based on an average household size of 2.67. The neighborhood commercial site would be developed with residential use; therefore, no jobs would be generated onsite.

Similar to the proposed project, the other proposed land uses—park and open space areas, public facility, school, roadway right-of-ways, and storm drain easement would still be developed. Only the residential development would decrease by 20 percent.

Ability to Reduce Environmental Impacts

Under the Reduced Density Alternative, impacts on aesthetics, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, housing, public services, recreation, transportation and traffic, and utilities and service systems would be reduced in comparison to the proposed project. Impacts to agriculture and forestry resources, biological resources, cultural resources, and hazards and hazardous materials would be similar. Lastly, significant and unavoidable impacts to population growth would be eliminated.

Ability to Achieve Project Objectives

Although the Reduced Density Alternative would reduce the proposed residential development by 20 percent, it would be able to achieve most project objectives listed above in Section 7.1.2. The alternative would be able to develop a creatively-designed master planned community (No. 1); provide a quality livable community (No. 3); promote sustainability and water and energy efficiency (Nos. 5 and 6); create a community with easy navigation and security (Nos. 7 and 13); provide recreational amenities and provisions of public services (Nos. 8 and 11); develop safe and efficient circulation while encouraging alternative transportation (Nos. 9 and 12); and address drainage and water quality issues (No. 10).

However, the City of Banning is in need of housing for future generations. Therefore, this alternative would not provide as much housing opportunity or meet the City's projected housing market conditions (Nos. 2 and

4) as well as the proposed project. More specifically, Objective No. 2 also pursues a goal that allows for the appropriate physical and economic development of the property. Reducing residential development by 20 percent but maintaining all other improvements (i.e., parks, open space, roadways, and infrastructure) would not be an economically viable method to develop the site, nor would it meet the City's projected housing market conditions to the same degree as the proposed project. ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.6 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

Prior to preparation of the DEIR, the Notice of Preparation was distributed for comment from April 20, 2015, to May 19, 2015. In addition, a public scoping meeting was held at the City of Banning on April 29, 2015. The NOP comment letters received and testimony at the public scoping meeting are summarized in Chapter 2, *Introduction* (see Tables 2-1 and 2-2). Comments were voiced about impacts on water supply, biological resources, hydrology, traffic, and student safety. Agency letters in response to the NOP included requests to address railroad safety, flood hazards, water quality, land use plan consistency, and utilities (e.g., natural gas and electricity).

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: Implementation of the Specific Plan would substantially alter the visual appearance of the project site; however, it would not degrade the visual and scenic quality of the area.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.1-2: The proposed project would not alter scenic resources along State Route 243.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.1-3: The proposed project would generate new sources of light and glare; however compliance with lighting standards and regulations would minimize potential light and glare impacts.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1: Buildout of the proposed project would conflict with the existing Light Agriculture zoning of 161 acres within the project site.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.3 AIR QUALITY			
Impact 5.3-1: Construction activities associated with the proposed project would generate short-term emissions in exceedance of SCAQMD's threshold criteria for NO_x in Phases 1 through 4.	Potentially Significant	3-1 Application of Architectural Coatings. Prior to issuance of any grading permits, the City of Banning Public Works Department, or designee, shall verify that construction contracts provided by future applicants include a statement specifying that the Construction Contractor shall comply with the SCAQMD Rule 1113 and any other SCAQMD rules and regulations on the use of architectural coatings or high-volume, low-pressure (HVLP) spray methods. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using pre-coated/natural colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency. As the emissions from architectural coatings will exceed the SCAQMD's thresholds, the use of low-VOC (e.g., 50 grams per liter [g/L] of VOC content or lower) shall be required for interior and exterior painting using an HVLP method.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		3-2 EPA Tier 4-Final Emissions Standards. The applicant shall make available to the City of Banning, or designee, for review and approval, a comprehensive inventory of all off-road construction equipment equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours during any portion of construction activities for the project. The inventory shall include the horsepower rating, engine production year, and certification of the specified tier standard. A copy of each such unit's certified tier specification, Best Available Control Technology documentation, and ARB or SCAQMD operating permit shall be provided on site at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities for the project shall meet the EPA Tier 4 final emissions standards. In the event that such equipment is not available, the use of Tier 3 construction equipment is sufficient so long as it can be demonstrated to the City that similar Tier 4 construction equipment is not readily available 3-3 Equipment Maintenance. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. 3-4 Equipment Operation. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. 3-5 Generator Use. Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria for ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$.	Potentially Significant	3-6	**Operational Mitigation Measures.** Prior to issuance of any construction permits, future development applicants shall submit for review and approval by the City of Banning, building plans that incorporate operational mitigation measures such as, but not limited to, the following: • Transportation – Applicants for future development projects shall provide evidence to the City that they would provide one electric car charging station for every 10 high-density residence and provisions for electric car charging stations in the garages of all very low density, low density, medium density, and medium-high density housing. – Applicants for future development projects shall provide evidence to the City that they would provide at least two designated parking spots for parking of zero-emission vehicles (ZEVs) or for car all employee/worker parking areas. – Applicants for future development projects shall provide evidence to the City that they would provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices at local events, and/or other incentives. – Applicants for future development projects shall provide evidence to the City that they would implement a rideshare program for employees at retail/commercial sites. • Energy Efficiency – Applicants for future development projects shall provide evidence to the City that they would design all structures to use passive heating, natural cooling, and reduced pavement to the extent feasible. All residences shall use either high-efficiency or solar hot water systems. – Applicants for future development projects shall provide evidence to the City that they would limit the hours of operation of outdoor lighting in publicly accessible areas.	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		– Applicants for future development projects shall provide evidence to the City that they would install light-colored "cool" roofs on all commercial structures and cool pavements throughout the project site. – Applicants for future development projects shall provide evidence to the City that they would require the use of electric/energy-efficient appliances (e.g., stoves) in all residences. • Other – Prior to issuance of a building permit, the applicant shall submit a Construction Plan to the City for review and approval that demonstrates that the development will install photovoltaic panels on a minimum of 25 percent of the units within the development. The panels shall be capable of generating 25 percent of the projected electricity demand of each proposed housing unit. For non-residential projects, photovoltaic panels shall be installed, which shall provide a minimum of 25 percent of the electrical demand of the non-residential building. – Applicants for future development projects shall provide evidence to the City that they would provide outlets for electric and propane barbecues in every residence with an outside patio. – Applicants for future development projects shall provide evidence to the City that they would require that all homeowner associations' covenants, conditions and restrictions (CC&Rs) mandate the use of electric lawn mowers and leaf blowers by all residents.	
Impact 5.3-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.3-4: Development of the proposed project would not be consistent with applicable air quality management plans.	Potentially Significant	Mitigation Measures 3-1 through 3-6 would also apply to this impact.	Significant and Unavoidable
Impact 5.3-5: Future projects in accordance with the Specific Plan would not create	Less Than Significant	No mitigation measures required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measures	Level of Significance After Mitigation
objectionable odors.				
5.4 BIOLOGICAL RESOURCES				
Impact 5.4-1: Development of the proposed project would impact sensitive species.	Potentially Significant	4-1	To ensure direct mortality of burrowing owls is avoided, a preconstruction survey shall be conducted by a qualified biologist within 30 days prior to ground disturbance at the site and submitted to the City. If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day preconstruction survey, consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) shall take place, and no construction activity shall take place within a buffer zone of a minimum of 300 feet except when a smaller buffer is determined to be adequate to protect nesting activity by a qualified biologist and in consultation with CDFW and/or USFWS, until it has been determined that the nest/burrow is no longer active and all juveniles have fledged the nest/burrow. To avoid active nests, no grading or heavy equipment activity shall take place in the buffer zone during the breeding season (February 1 through August 31). Indirect impacts of exotic plant and animal infestations, litter, fire, and increased light and glare will be minimized by use of native plants for landscaping, removal of litter during construction, and by incorporating shielded lighting at the boundary of the conservation area. If active burrowing owl burrows are detected outside the breeding season (March 1 through August 31, according to the *Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions,* dated 2006), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and USFWS. If occupied burrows are identified in a development area, the burrows shall be avoided or the owls passively relocated If burrowing owls are identified during the pre-construction surveys and cannot be avoided, a burrowing owl relocation/translocation plan will be prepared for submittal to the wildlife agencies for approval 90 days prior to ground-disturbing activities. One-way doors shall be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens. Disturbance to active burrows shall be minimized to the	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		extent practicable and shall not occur without necessary approvals from the USFWS and/or CDFW. Prior to construction of the project development areas, the following mitigation measures shall be implemented to minimize impacts to burrowing owl: 1. On site conservation of habitat at economically feasible quantity, and not more than a 1:1 mitigation ratio, 2. Off-site land conservation, at economically feasible quantity, and not more than a 1:1 mitigation ratio • A burrowing owl relocation plan will be developed in cooperation with CDFW, USFWS and Regional Conservation Authority (RCA). The owls will be relocated to an MSHCP Core Area or other public/quasi-public land protected and managed for the conservation of the species at a ratio of 1:1. Costs for the management associated with translocation, tracking to establish a new breeding pairs, and for monitoring shall be discussed between the project applicant and the regulatory agencies. • Additionally, the applicant may contribute funds to an existing RCA land purchase or for the management of burrowing owl, thus providing equivalent preservation of habitat for the species (1:1 ratio). • Purchasing private land and dedicating a conservation easement over suitable burrowing owl habitat such land in the Smith Creek watershed and San Gorgonio River Valley are preferred options. The Smith Creek watershed conservation study area is located downstream from the project site south of Interstate 10 and east of Banning Municipal Airport. The 2,700-acre study area contains coastal sage scrub, desert scrub, grassland, riparian scrub woodland forest and Riversidean alluvial fan sage scrub habitats. Other suitable locations in western Riverside County will also be considered opportunities for conserving habitat for the burrowing owl. • The riparian/riverine habitat mitigation may also be complementary mitigation to serve the habitat needs for the burrowing owl through the Clean Water Act Section 404 and California Fish and Game Code	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Section 1602 permit process. The contribution of land or funding must be completed before issuance of grading permits by the City of Banning. 4-2 Because greater than 90 percent avoidance of occupied Los Angeles pocket mouse (LAPM) grassland habitat is not feasible, the project is obligated to contribute to the conservation of the species through land conservation on- or off-site. The mitigation alternatives at 1:1 mitigation ratio are: (1) contribution of land containing LAPM occupied habitat to the Reserve; or (2) LAPM-occupied land dedicated to the Regional Conservation Authority (RCA) in fee-title toward conservation and managed by third-party conservation entity; or (3) monetary contribution to the RCA for direct purchase of land for LAPM long-term conservation; or 4) Purchasing private land and dedicating a conservation easement over suitable LAPM habitat such land as in Smith Creek watershed. The Smith Creek watershed conservation study area is located downstream from the project site south of Interstate 10 and east of Banning Municipal Airport. The 2,700 acre plus study area contains coastal sage scrub, desert scrub, grassland, riparian scrub woodland forest and Riversidean alluvial fan sage scrub habitats. Contribution of land or funding, or dedication of land, must be completed before issuance of grading permits by the City of Banning. 4-3 To reduce potential impacts to Stephens' kangaroo rat (SKR) and Los Angeles pocket mouse, project proponents and construction contractors shall adhere to the following best management practices: • Construction personnel will refrain from entering, on foot or by vehicle, the sandy wash adjacent to the project area. • Vehicle and equipment staging areas will be established away from the creeks and also away from the terraces that separate the project area from the creek. • To mitigate for impacts to SKR the project proponent will pay funds into the SKR mitigation fund. 4-4 Before the beginning of ground-disturbing or site clearance activities by a project developed pursuant to the Specific Plan, focused bat preconstruction surveys shall be performed by a qualified bat biologist using acoustic bat detection equipment to	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		gather more information about bat species occupancy and to determine the numbers and species of bat(s) present. The information gained from these preconstruction surveys will be used to determine appropriate mitigation and minimization measures if needed, in consultation with the CDFW. Replacement bat roosting structures, per most current recommended standards, such as California Department of Transportation bat box specifications, can be installed as mitigation for impacts (California Bat Mitigation Techniques, Solutions, and Effectiveness prepared for Caltrans and CSU-Sacramento Foundation, by H. T. Harvey and Associates, dated Dec. 29, 2004). The most appropriate design will be selected in coordination with a bat biologist to ensure it is appropriate for the target bat species (e.g., size, adjacency to forage, orientation, material, color, type of roost). Other mitigation strategies for minimizing impacts to night-roosting bats include prohibition or certain restrictions on work on, or within 100 feet of, a bridge structure from sunset to sunrise or from 10:00 pm to sunrise. Mitigation strategies for minimizing impacts to day-roosting bats include prohibition on work within 100 feet of, or directly under, an active roost; exclusion of bats from seasonal colonies (for work before April 15); and replacement roosting structures. 4-5 Mitigation for fill placed into waters of the U.S. or streambeds under CDFW jurisdiction, and for removal of associated alluvial fan sage scrub and other riparian/riverine wildlife habitat, shall include any combination of the following measures: • Native landscaping shall be used in temporarily disturbed areas. • Native landscaping shall be used in transition buffers in open space areas. • Nonnative vegetation within the creeks shall be removed and replaced with native riparian trees and shrubs. • Stormwater basin discharges due to seasonal rains shall be used to support additional riparian vegetation and alluvial fan sage scrub downstream. • Jurisdictional areas on-site shall be avoided where feasible. • Mitigation on-site at 2:1 ratio, where feasible. • Mitigation off-site at 3:1 ratio for remaining compensatory requirements in	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Corps-approved mitigation bank or applicant created conservation area, either o Within the Pass Area, o Within the Whitewater River watershed, or o Outside the watershed. • Actual mitigation ratios and mitigation plan will be negotiated and authorized through consultation with the Corps and CDFW. 4-6 Mitigation for impacts to Riparian/Riverine areas for MSHCP Consistency would be through several options: (1) contribution of land at 2:1 ratio containing similar habitat and jurisdictional areas to the Reserve; or (2) land dedicated at 2:1 mitigation ratio in fee-title toward conservation and managed by third-party conservation entity; or (3) fee payment made to mitigation bank of in-lieu fee program at 2:1 mitigation ratio; or (4) through creation and enhancement of riparian habitat at 2:1 mitigation ratio within the project area using the increased surface runoff from the developed areas expected to be received via the storm drain outlets into Smith and Pershing Creeks.	
Impact 5.4-2: Specific Plan buildout would impact nesting birds and large trees suitable for raptor nesting and bat roosting.	Potentially Significant	4-7 The following measures shall be implemented during project construction to mitigate impacts to birds nesting and bats roosting in large trees: • The removal of mature trees and snags will be minimized to the greatest extent practicable. Avoidance of mature native trees such as western cottonwood, black willow, and western sycamore, as well as ornamental fan palms that may serve as roost sites will minimize impacts to roosting bats. • If trimming or removal of mature trees and snags containing roost cavities is required, a two-step removal process shall be employed for the removal of these mature trees and snags. This process involves removing all branches less than 2 inches in diameter from trees to create a disturbance that will encourage bats to choose another roosting site after foraging that night. The following day, the tree may be completely removed. Alternatively, if a tree is small enough that a bat biologist can determine zero occupancy, then that tree may be removed in one step.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• To avoid direct impacts to flightless young, tree trimming/removal activities shall be performed outside of the bat maternity season, which occurs from April 1 through August 31; this period also coincides with the bird nesting season of March 15 through September 15, thereby reducing impacts to nesting birds. • If tree trimming/removal activities cannot be avoided during the bat maternity season (April 1 through August 31) and roosting bats have been documented by CDFW-approved qualified bat biologist, then a biological monitor shall be present during removal of any mature trees or snags containing crevice or cavity habitat during the bat maternity season to monitor for the presence of flightless juvenile bats. If any flightless juvenile or injured adult bats are found during the trimming or removal of those trees, these bats will be transported to a CDFW-licensed rehabilitator according to accepted protocol. • Bridges constructed for the project can include roosting features suitable for use by crevice and cavity-roosting bats; these bridge features would simulate rock crevices or cave-like spaces and may be part of the bridge structure or consist of bolted-on features. Any bat roosting structures, per most current recommended standards, such as California Department of Transportation bat box specifications, can be installed as mitigation for impacts. The most appropriate will be selected in coordination with a qualified bat biologist to ensure it is appropriate for the target bat species (e.g., size, adjacency to forage, orientation, material, color, type of roost). The inclusion of mature plantings of cottonwood, willow, and sycamore in the landscaping plan (mitigation Measure 4-9) for the project would serve to mitigate for loss of these roost sites because they would provide suitable habitat for tree-roosting bat species. • Native habitat enhancement, if implemented as part of the riparian/riverine and jurisdictional waters mitigation plan in Pershing and Smith Creek areas, will improve the quality of the foraging habitat currently available and the overall quantity of the foraging habitat currently available to the local bat population. 4-8 If any previously undiscovered roosting bats are discovered during construction activities, all work shall stop on, under, around, or within an appropriate buffer as determined by the CDFW-approved qualified bat biologist, based on the following	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		factors: the species of bat discovered, the type of roost, and the type of construction activities that will occur near that roost.	
		4-9 Native trees to be impacted by development of projects pursuant to the Specific Plan shall be assessed by a certified arborist as to the viability and value of the trees in order to determine if mitigation and replacement are required. Removal of healthy, shade-providing, and aesthetically valuable trees shall be strongly discouraged and shall conform with the policies and programs of the City of Banning General Plan. A tree removal and replacement plan shall be required for the removal and replacement of all trees in excess of 50 years of age, unless their removal is required to protect the public health and safety. Each identified tree removed shall be replaced with at least one 36-inch box specimen tree, in addition to any other required landscaping.	
		4-10 To mitigate impacts to nesting birds including raptors: Within 30 days prior to the commencement of construction (if between January 15 and August 31), a qualified biologist shall perform a raptor nesting survey that will consist of a single visit to ascertain whether there are active raptor nests within 500 feet or other protected bird nests within 300 feet of the project footprint. Nests will be searched for in unused structures and trees and shrubs. This survey will also identify the species of nesting bird and, to the degree feasible, nesting stage (e.g., incubation of eggs, feeding of young, near fledging). Nests will be mapped (not by using GPS because close encroachment may cause nest abandonment). Work shall be avoided in riparian areas during active breeding season, typically designated as March 1 through August 31 by the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*, dated March 29, 2006. If vegetation removal must occur during this avoidance period, then a nest survey by a qualified biologist is required. The nest survey shall be conducted for five consecutive days and no more than three days prior to clearing. If an active nest is observed, then the nest location shall be fenced off surrounding a radius buffer zone of 300 feet for all bird species and 500 feet for raptors, including the burrowing owl; the buffer zone shall not be disturbed until the nest is inactive; and biological monitoring shall occur during vegetation removal activities.	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-3: Buildout of the Specific Plan would not impact narrow endemic plants, fairy shrimp species, vernal pool plant species, or riverine plant species.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.4-4: Development of the Specific Plan would not impact upland vegetation communities.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.4-5: Specific Plan buildout would impact riparian habitats and sensitive natural communities, including 26.8 acres of Riversidean alluvial fan sage scrub, 27.1 acres of upland Riversidean sage scrub, 0.2 acre of wetland with nonnative grasses, and 0.06 acre of mulefat scrub.	Potentially Significant	Mitigation Measures 4-5 and 4-6 would also apply to this impact.	Less Than Significant
Impact 5.4-6: Project development would impact 28,126 linear feet of ephemeral streams, 6.9 acres of waters jurisdictional to the Corps, and 26.3 acres of streambed jurisdictional to the CDFW.	Potentially Significant	Mitigation Measures 4-5 and 4-6 would also apply to this impact.	Less Than Significant
Impact 5.4-7: Specific Plan development would not impact wetlands jurisdictional to the Army Corps of Engineers.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.4-8: Specific Plan buildout would impact wildlife movement and dispersal routes.	Potentially Significant	4-11 The following measures shall be implemented to mitigate potential impacts of encroachments—such as light, pets, and invasive plant species—from the Smith Creek and Pershing Creek linear parks and proposed adjacent developments into Smith Creek and Pershing Creek: • During project construction and project operation, lighting shall be directed away from the creeks. • During project operation, pets shall be required to be on leash at all times in the linear parks along Smith Creek and Pershing Creek, as well as in natural open space areas within the Specific Plan site.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• During project design and project operation, native vegetation shall be used in the Smith Creek and Pershing Creek linear parks to provide wildlife movement, cover, and screening.	
Impact 5.4-9: Project development would not have significant impacts on bat breeding colonies or colonial roosting sites.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.4-10: Specific Plan buildout would involve the removal of trees requiring replacement pursuant to City of Banning ordinance.	Potentially Significant	Implementation of Mitigation Measure 4-9 would also apply to this impact.	Less Than Significant
Impact 5.4-11: Project buildout would require measures for compliance with the MSHCP and payment of fees pursuant to the Stephens' kangaroo rat HCP.	Potentially Significant	Implementation of Mitigation Measures 4-1 through 4-11 would also apply to this impact.	Less Than Significant
5.5 CULTURAL RESOURCES			
Impact 5.5-1: Development of the project could impact identified historic and archaeological resources, including milling slicks, a historic quarry, and a historic refuse scatter.	Potentially Significant	5-1 If avoidance is not feasible, prior to grading activities, a certified archaeologist shall conduct an archaeological test excavation at the three potentially eligible sites (CA-RIV-8990, CA-RIV-8991, and CA-RIV-9190) to determine whether the sites are considered "historical resources" under CEQA. The excavation shall be conducted through controlled hand-excavations and collection and analysis of artifacts. Archaeological mechanical trenching shall be conducted as part of the archaeological test excavations to test for deeply buried cultural deposits that are not accessible during hand excavations. A trenching program is not necessary if hand excavations reveal that site soils do not exceed 40 centimeters in depth. Research shall be conducted regarding CA-RIV-9190 to apprehend primary references and specific information regarding the historic quarrying activities that took place on that site, and to exhaust the data potential of the site's historic component. If the prescribed archaeological test excavation and additional research indicate California Register eligibility for any of the potentially eligible resources subject to project impacts, the eligible resources would be considered "historical resources" under CEQA and shall be preserved in place.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		If preservation in place is not feasible for the potentially eligible sites (CA-RIV-8990, CA-RIV-8991, and CA-RIV-9190), a Phase III data recovery plan, which provides for adequately recovering scientifically consequential information from and about the historical resource(s), shall be prepared and adopted prior to any undertaking/project-related excavation.	
		5-2 A qualified archaeological monitor shall be present during all ground-disturbing activities related to the Rancho San Gorgonio Specific Plan project. The monitor shall work under the direct supervision of a cultural resource professional who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. In the event of a new find, salvage excavation and reporting shall be required.	
Impact 5.5-2: The proposed project could adversely impact undiscovered paleontological resources.	Potentially Significant	5-3 During grading activities, excavation of areas identified as likely to contain paleontological resources (e.g., any undisturbed subsurface Pleistocene sediments), shall be monitored by a qualified paleontological monitor. If paleontological resources are discovered during project grading, work shall be halted in that area until a qualified paleontologist can assess the significance of the find. The project paleontologist shall monitor remaining earth-moving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City of Banning. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, should be prepared upon completion of the steps outlined above. The report and inventory, when submitted to the appropriate lead agency, would signify completion of the program to mitigate impacts on paleontological resources. This measure shall be implemented to the satisfaction of the City of Banning Planning Department.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 GEOLOGY AND SOILS			
Impact 5.6-1: Development of the proposed project could expose people and structures to strong seismic ground shaking.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.6-2: Buildout of the Specific Plan would disturb and expose large quantities of soil that may result in substantial soil erosion or loss of topsoil.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.6-3: Future development within the project site could subject persons or structures to hazards arising from unstable soils or geologic units.	Potentially Significant	6-1 All vegetation, trash and debris shall be cleared from the grading area and removed from the site. Prior to placement of compacted fills, all non-engineered fills and loose, porous, or compressible soils shall be removed down to competent ground. Depths of removals will be dependent upon the nature of the underlying soils and proposed land use. In general, it is anticipated that the following removals are required for areas to receive fill or support structures: • Artificial fills (No Map Symbol): Complete removal of artificial fills to competent natural ground is anticipated. • Wash deposits (Map Symbol Qw): Complete removal to underlying competent alluvial or older alluvial deposits. Depth of removal shall be determined after jurisdictional drainage issues are resolved and anticipated grades have been established. • Alluvium (Map Symbol Qal): The in situ density of alluvial soils within the site varies laterally and with depth. Removals of alluvium typically need to extend to a minimum depth of five feet with deeper removals in some areas, possibly extending up to maximum depth of 20 to 30 feet. Alluvial removals will need to be evaluated in greater detail when grading plans are developed. • Older alluvium (Map Symbol Qoal): Removals of older alluvium are expected to be on the order of two to five feet, depending upon the nature of the proposed development and near surface weathering of the older alluvial soils, although deeper removals might be needed in some areas. • Granitic and Metamorphic Bedrock (Map Symbol Kqd-ms): No grading is	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		currently proposed within the bedrock hill in the southeast corner of the site. Consequently, removal requirements for bedrock are not applicable at this time. Specific recommendations shall be developed if grading is proposed within the hill at a later date. More detail evaluation of removals and overexcavation recommendations shall be developed once grading plans are available. Typically, footing areas that are not in deep fill areas are undercut, moistened, and compacted to a minimum of 90 percent relative compaction to a depth equal to the width of the footing below the bottom of the footing or to a depth of three feet below the bottom of the footing, whichever is less. Footing areas are typically defined as extending from the edge of the footing for a distance of five feet. Floor slabs, concrete flatwork and paved areas are typically underlain by a minimum of 12 inches of soil compacted to a minimum of 90 percent relative compaction. Removal and overexcavation depths shall be confirmed or adjusted, if necessary, at the time of grading.	
Impact 5.6-4: Surficial soils onsite may be expansive and could cause substantial hazards to persons or structures.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.7 GREENHOUSE GAS EMISSIONS			
Impact 5.6-1: Development of the proposed land uses within the Rancho San Gorgonio Specific Plan would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's proposed efficiency target of 4.8 $MTCO_2e$.	Potentially Significant	7-1 Energy Efficient Street Lights and Traffic Signals. The City shall identify energy-efficient streetlights, which are currently available and which, when installed, will provide a 10 percent reduction beyond the 2010 baseline energy use for this infrastructure, and shall require the use of this technology in all new development. All new traffic lights installed within the project shall use LED technology. 7-2 Construction Waste Management Plan. Prior to issuance of a building permit, the applicant shall submit a Construction Waste Management Plan to the City for review and approval. The plan shall include procedures to recycle and/or salvage at least 50 percent of nonhazardous construction and demolition debris and shall identify materials to be diverted from disposal and whether the materials will be stored on site or commingled. Excavated soil and land-clearing debris do not contribute to this credit. Calculation can be done by weight or by volume but must be documented.	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		7-3 **Vehicle Idling Limits.** All commercial and retail development shall be required to post signs and limit idling time for commercial vehicles, including delivery trucks, to no more than 5 minutes of "non-essential" idling in compliance with the Diesel-Fueled Commercial Motor Vehicle Idling Airborne Toxic Control Measure (ATCM). This condition shall be included on future site development plans for review and approval by the City Development Services Director.	
Impact 5.6-2: The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.8 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.8-1: Land uses proposed in the Specific Plan would comply with land use restrictions in the Riverside County Airport Land Use Compatibility Plan; thus, Specific Plan buildout would not place people onsite at substantial risk from aviation accidents. The heights of buildings that would be developed pursuant to the Specific Plan would be within limits on structure heights set forth by the Federal Aviation Administration.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.8-2: Project development could affect the implementation of an emergency responder or evacuation plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.8-3: The project site is in a designated "very high fire hazard severity zone" and could expose structures and/or residences to fire danger.	Less Than Significant	No mitigation measures required.	Less Than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9 HYDROLOGY AND WATER QUALITY			
Impact 5.9-1: Development pursuant to the proposed project would increase the amount of impervious surfaces on the site, which could increase runoff and alter existing drainage patterns.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.9-2: Development pursuant to the Specific Plan would not adversely impact groundwater recharge in the project area.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.9-3: Portions of the project site proposed for development are within a 100-year flood zone; however, they would not be susceptible to flood hazards.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.9-4: During the construction and operation phases of the proposed project, there is the potential for short-term increases in pollutant concentrations from the site and altered stormwater quality.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.9-5: Specific Plan buildout would not place people or structures at substantial risk from flooding due to seiche, tsunami, or mudflow.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.10 LAND USE AND PLANNING			
Impact 5.10-1: Upon adoption of the Specific Plan and approval of its required entitlements, the proposed project would not conflict with land use and zoning designations under the City and county general plans.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.10-2: The proposed project would not conflict with the goals of the Southern California Association of Governments' 2016-	Less Than Significant	No mitigation measures required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
2040 Regional Transportation Plan/Sustainable Communities Strategy goals.			
Impact 5.10-3: The proposed project would be consistent with applicable goals and policies from the City of Banning General Plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.10-4: The proposed project would comply with land use compatibility and building height restrictions established under the Banning Municipal Airport Comprehensive Land Use Plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.10-5: The proposed project would be consistent with the Western Riverside County Multiple-Species Habitat Conservation Plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.11 NOISE			
Impact 5.11-1: Construction activities would result in temporary noise increases in the vicinity of the project site.	Potentially Significant	11-1 Prior to issuance of demolition, grading, and/or building permits, a note shall be provided on plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: • The project applicant shall limit construction activities to the daytime hours between 7 AM to 6 PM, as prescribed in Section 8.44.090(E) of the City's Municipal Code. • For construction activity within 71 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction, and located between the construction zone and all receptors. The temporary sound barrier shall have a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be either (a) a ¾-inch-thick plywood wall OR (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot (Thalheimer 2000). For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Reduction Coefficient (NRC) rating of 0.7 or higher. • For all project construction zones, all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers consistent with manufacturer's standards. • For all project construction zones, stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. If such stationary equipment produces noise emissions that are directional, said equipment shall be oriented so as to direct noise emissions away from sensitive receptors. • For all project construction zones, stockpiling and staging should be located as far as feasible from nearby noise-sensitive receptors • For all project construction zones, construction traffic—both worker commuting and all material haul-off, haul-on, and/or delivery—shall be limited to the haul routes established by the City of Banning and/or the County of Riverside.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.11-2: Buildout of the individual land uses and projects during implementation of the Ranch San Gorgonio Specific Plan would not expose sensitive uses to strong levels of groundborne vibration.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.11-3: Buildout of the Rancho San Gorgonio Specific Plan would cause a substantial noise increase related to traffic on local roadways in the City of Banning.	Potentially Significant	11-2 Prior to issuance of building permits for future residential units on-site adjacent to Westward Avenue, Sunset Avenue, 22nd Street, 8th Street, and San Gorgonio Avenue, the Applicant/Developer shall submit an acoustical study to the City of Banning that demonstrates that the proposed building design would provide an interior noise level of 45 dBA CNEL or less and include a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed.	Significant and Unavoidable
Impact 5.11-4: Noise-sensitive uses could be exposed to elevated noise levels from stationary sources.	Potentially Significant	11-3 Prior to issuance of the first building permit for any project within the PA 9 Neighborhood Commercial Area, the property owner/developer shall submit a final acoustical report prepared to the satisfaction of the Planning Director to address potential noise impacts to nearby residences. The report shall demonstrate that the development within PA 9 incorporates sufficient noise-attenuation features so that the City's exterior and interior standards in Municipal Code Sections 8.44.070 and 8.44.090(E) and in the City's Noise Element are maintained at nearby residences. Compliance can be achieved with (a) sufficient buffering distances so that nearby sensitive receptors are not significantly impacted by future commercial development OR (b) sufficiently high and long sound barrier wall(s) that are placed between commercial noise sources and receptors (for example, in the case of garbage compactor equipment) OR (c) other adequate noise reduction methods that are approved by the Planning Director or their designee. In all cases, the noise reduction measures shall be technically demonstrated to achieve the appropriate target noise level(s) for both exterior and interior environments for nearby residences, as appropriate (e.g., sufficient wall or berm height, sufficient buffering distance, appropriate sound encapsulation/insulation methods, etc.). The individual project owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the City, the project acoustical design features shall be incorporated into the future commercial	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		development.	
Impact 5.11-5: The proximity of the project site to a public or private airport would not result in exposure of future residents and/or workers to airport-related noise.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.12 POPULATION AND HOUSING			
Impact 5.13-1: The proposed project would allow development of up to 3,385 residential units, which would directly result in a population growth of 9,038 residents in the Specific Plan area.	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable
5.13 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.13-1: The proposed project would introduce new homes and residents into the Banning Fire Services' service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less Than Significant	No mitigation measures required.	Less Than Significant
POLICE PROTECTION			
Impact 5.13-2: The proposed project would introduce new residents, homes, and commercial uses into the Banning Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less Than Significant	No mitigation measures required.	Less Than Significant
SCHOOL SERVICES			
Impact 5.13-3: The proposed project would generate 1,060 additional students who would impact the school enrollment capacities of	Less Than Significant	No mitigation measures required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Banning Unified School District.			
LIBRARY SERVICES			
Impact 5.13-4: The proposed project would increase population by approximately 9,038 residents and increase demand on Banning Library District's resources; however, the District would still be able to adequately serve the larger population.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.14 RECREATION			
Impact 5.15-1: The proposed project would generate 9,038 additional residents, which would increase the use of existing park and recreational facilities.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.15-2: Project implementation would include recreational facilities that may result in environmental impacts.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.15 TRANSPORTATION/TRAFFIC			
Impact 5.15-1: Project-related trip generation would impact levels of service on the local roadway system.	Potentially Significant	15-1 Prior to the approval of any tentative tract map, the project applicant shall demonstrate that the street improvement plans for on-site traffic improvements within said tentative tract map are consistent with the recommendations contained in Section 8 of the traffic study prepared for the proposed project (Rancho San Gorgonio Specific Plan Traffic Impact Analysis, prepared Kunzman Associates, Inc., dated April 20, 2016). 15-2 Prior to issuance of any building permit, the project applicant shall provide fair share funding for the following improvements as determined by the City. Where the project's fair share responsibility exceeds 50%, the project applicant shall be responsible for constructing the actual improvement and shall be entitled to reimbursement for any portion of the improvement exceeding their fair share responsibility. • Michigan Avenue (NS) at 1st Street (EW): pay the fair share amount of 44.2%	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		to install a traffic signal • Pennsylvania Avenue (NS) at 1st Street (EW): pay the fair share of 37.7% to install a traffic signal • 8th Street (NS) at I-10 Freeway Eastbound Ramps (EW): fair share responsibility is 83.0%; project applicant shall construct a southbound left turn lane and install a traffic signal. • 8th Street (NS) at Westward Avenue (EW): fair share responsibility is 79.3%; project applicant shall construct a northbound thru lane and install a traffic signal. • SR-243 (NS) at C Street (EW): fair share responsibility is 88.3%; project applicant shall construct an eastbound thru lane. 15-3 Prior to issuance of any building permit within Phase 3, the project applicant shall provide fair share funding for the following improvements as determined by the City. Where the project's fair share responsibility exceeds 50%, the project applicant shall be responsible for constructing the actual improvement and shall be entitled to reimbursement for any portion of the improvement exceeding their fair share responsibility. The timing of implementation of the improvements shall be determined by the City and be completed in the timeframe necessary to avoid identified significant cumulative impacts. • Highland Springs Avenue/14th Street (EW): pay the fair share amount of 4.9% to construct a westbound through lane. • 22nd Street (NS) at I-10 Freeway Westbound Ramps (EW): fair share responsibility is 70.2%; the project applicant shall install a traffic signal. • 22nd Street (NS) at I-10 Freeway Eastbound Ramps (EW): fair share responsibility is 88.4%; the project applicant shall install a traffic signal. 15-4 Prior to issuance of any building permit within Phase 4, the project applicant shall provide fair share funding for the following improvements as determined by the City. Where the project's fair share responsibility exceeds 50%, the project applicant shall be responsible for constructing the actual improvement and shall be entitled to reimbursement for any portion of the improvement exceeding their fair share	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		responsibility. The timing of implementation of the improvements shall be determined by the City and be completed in the timeframe necessary to avoid identified significant cumulative impacts. • 22nd Street (NS) at Westward Avenue (EW): fair share responsibility is 86.4%; the project applicant shall install a traffic signal. 15-5 Prior to issuance of any building permit within Phase 5, the project applicant shall provide fair share funding for the following improvements as determined by the City. Where the project's fair share responsibility exceeds 50%, the project applicant shall be responsible for constructing the actual improvement and shall be entitled to reimbursement for any portion of the improvement exceeding their fair share responsibility. The timing of implementation of the improvements shall be determined by the City and be completed in the timeframe necessary to avoid identified significant cumulative impacts. • Sunset Avenue (NS) at D Street (EW): fair share responsibility is 91.8%; the project applicant shall construct a northbound thru lane, construct a southbound thru lane, and construct a westbound thru lane. • Sunset Avenue (NS) at Westward Avenue (EW): fair share responsibility is 83.0%; the project applicant shall construct a southbound left turn lane and install a traffic signal. • Highland Springs Avenue/14th Street (EW): pay the fair share amount of 4.9% to install a traffic signal • A Street (NS) at Westward Avenue (EW): fair share responsibility is 82.1%; the project applicant shall construct a northbound through lane and install a traffic signal. • 22nd Street (NS) at Westward Avenue (EW): fair share responsibility is 86.4%; the project applicant shall construct a southbound left turn lane. 15-6 Prior to issuance of any building permit within Phase 6, the project applicant shall provide fair share funding for the following improvements as determined by the City. Where the project's fair share responsibility exceeds 50%, the project applicant shall be responsible for constructing the actual improvement and shall be entitled to	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		reimbursement for any portion of the improvement exceeding their fair share responsibility. The timing of implementation of the improvements shall be determined by the City and be completed in the timeframe necessary to avoid identified significant cumulative impacts. • Beaumont Avenue/SR-79 (NS) at California Avenue (EW): pay the fair share amount of 14.4% to install a traffic signal, construct a northbound left turn lane, construct a southbound left turn lane, and construct a westbound left turn lane. • Sunset Avenue/Westward Avenue (EW): fair share responsibility is 83.0%; the project applicant shall construct a northbound left turn lane, an eastbound left turn lane, and a westbound left turn lane. • 8th Street (NS) at I-10 Freeway Westbound Ramps (EW): fair share responsibility is 69.1%; the project applicant shall construct a second northbound left turn lane. • 8th Street (NS) at I-10 Freeway Eastbound Ramps (EW): fair share responsibility is 83.0%; the project applicant shall construct a second southbound left turn lane. • 8th Street (NS) at Westward Avenue (EW): fair share responsibility is 79.3%; the project applicant shall construct a northbound left turn lane. 15-7 On-site circulation and access recommendations are depicted on Figure 5.15-2 through Figure 5.15-7. The City of Banning shall require implementation of the following measures: • Construct Sunset Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with adjacent development (Secondary Highway). • Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with adjacent development (116-foot right-of-way).	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with adjacent development (146-foot right-of-way). • Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with adjacent development (Collector Highway). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. • Construct Victory Avenue from Rancho San Gorgonio Parkway to Lovell Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with adjacent development (Local Street). • Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with adjacent development. Obtain the necessary right-of-way to construct C Street from the east project boundary to State Route 243 (SR-243). C Street shall intersect SR-243 at a right angle and adequate sight distance shall be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff. • Sight distance at project accesses shall comply with standard California Department of Transportation and City of Banning sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits. • Separate on-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.15-2: Project-related trip generation would impact levels of service for the Freeway system.	Potentially Significant	High occupancy vehicle (HOV) lanes and general use lanes would be required to improve freeway operations. The improvements are an additional general use lane in the eastbound segment of the I-10 Freeway between 8th Street to Highland Springs Home, a HOV lane on the westbound direction of the I-10 between Highland Springs Avenue to 22nd Street, and a HOV lane on the eastbound direction of the I-10 between 8th Street and Highland Springs Avenue. Additionally, the following mitigation would be required at the freeway ramps: • No. 21 –Sunset Avenue (NS) at I-10 EB Ramps (EW): Construct an additional lane for the off-ramp. • No. 33 – 8th Street (NS) at I-10 WB Ramps (EW): Construct an additional northbound left turn lane. • No. 34 – 8th Street (NS) at I-10 EB Ramps (EW): Construct an additional southbound left turn lane. Because these improvements would require approval and/or implementation from Caltrans as the owner/operator of the main line and intersection, these mitigation measures were considered and rejected..	Significant and Unavoidable
Impact 5.15-3: Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding county congestion management agency service standards.	Potentially Significant	Mitigation Measures 15-1 through 15-7 are also applicable to this impact.	Significant and Unavoidable
Impact 5.15-4: Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.15-5: The proposed project complies with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation measures required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.16 UTILITIES AND SERVICE SYSTEMS			
Impact 5.16-1: Buildout of the Specific Plan would include installation of a sewer network and an onsite wastewater treatment facility which would have sufficient capacity to treat project-generated wastewater.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.16-2: The City of Banning forecasts that it would have adequate water supplies to meet water demands at buildout of the proposed Specific Plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.16-3: Existing and proposed storm drainage systems would adequate serve the drainage requirements of the proposed project.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.16-4: Existing Riverside County Waste Management Department solid waste facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less Than Significant	No mitigation measures required.	Less Than Significant
Impact 5.16-5: Existing and proposed natural gas and electricity facilities would be able to accommodate project-generated utility demands.	Less Than Significant	No mitigation measures required.	Less Than Significant

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