

DRAFT INITIAL STUDY CHECKLIST

FOR THE

CIRCULATION ELEMENT GENERAL PLAN AMENDMENT

CITY OF BANNING



LSA

January 2012

TABLE OF CONTENTS

| | | |
|-------|--|---|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | PURPOSE AND SCOPE | 1 |
| 2.0 | CIRCULATION ELEMENT GENERAL PLAN AMENDMENT | 2 |
| 2.1 | PROJECT LOCATION AND SETTING..... | 2 |
| 2.1.1 | Surrounding Land Uses | 2 |
| 2.2 | BACKGROUND AND HISTORY | 2 |
| 2.2.1 | City of Banning – General Plan Circulation Element | 2 |
| 2.3 | CIRCULATION ELEMENT AMENDMENT CHARACTERISTICS | 2 |
| 3.0 | CITY OF BANNING..... | 6 |
| 3.1 | GENERAL INFORMATION: | 6 |
| 3.2 | ENVIRONMENTAL IMPACTS POTENTIALLY AFFECTED:..... | 7 |
| 3.3 | ENVIRONMENTAL DETERMINATION: | 7 |
| 3.4 | EVALUATION OF ENVIRONMENTAL IMPACTS: | 8 |

FIGURES

| | |
|---------------------------------------|---|
| Figure 1: Project Location Map..... | 4 |
| Figure : Project Location Aerial..... | 5 |

1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY

The City of Banning has decided to prepare an Environmental Impact Report (EIR) for the proposed General Plan Amendment to its Circulation Element. This Initial Study (IS) has been prepared to focus the analysis in the EIR on the effects determined to be significant, identify the effects determined not to be significant, and explain reasons for determining that potentially significant effects would not be significant.

1.2 PURPOSE AND SCOPE

This Initial Study (IS) has been prepared in accordance with the requirements of the California Environmental Act (CEQA) to evaluate the potential for the project to result in significant environmental impacts. CEQA Guidelines Section 15063(c) states that the purpose of an IS is to:

- (1) Provide the lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or negative declaration;
- (2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;
- (3) Assist the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs; and
- (7) Determine whether a previously prepared EIR could be used with the project.

2.0 CIRCULATION ELEMENT GENERAL PLAN AMENDMENT

2.1 PROJECT LOCATION AND SETTING

The project is located in the City of Banning (City). The City of Banning is located in the San Gorgonio Pass Area and is served by Interstate 10 (I-10) as well as a network of arterial roadways and local streets (Figures 1 and 2). I-10 is an eight-lane divided freeway that runs through Banning, bisecting it into south and north communities. Malki Road, Ramsey Street, Hargrave Street, 8th Street, 22nd Street, Sunset Avenue, and Highland Springs Avenue are the access streets that provide interchange access to I-10.

The proposed project is generally a policy change in regard to the City's adopted Level of Service (LOS) standards. Unlike a typical development project, this type of policy change does not have the potential to result in physical changes to a specific project location.

2.1.1 Surrounding Land Uses

North of and adjacent to I-10 are a number of commercial land uses. North of I-10 and Ramsey Street, land uses turn predominantly residential in nature and include the San Gorgonio Memorial Hospital. The southwest portion of the project area is adjacent to some commercial land uses and is primarily a residential community with the Sun Lakes Country Club and Golf Course. The southeastern portion of the project area is adjacent to some open space/undeveloped lands.

2.2 BACKGROUND AND HISTORY

2.2.1 City of Banning – General Plan Circulation Element

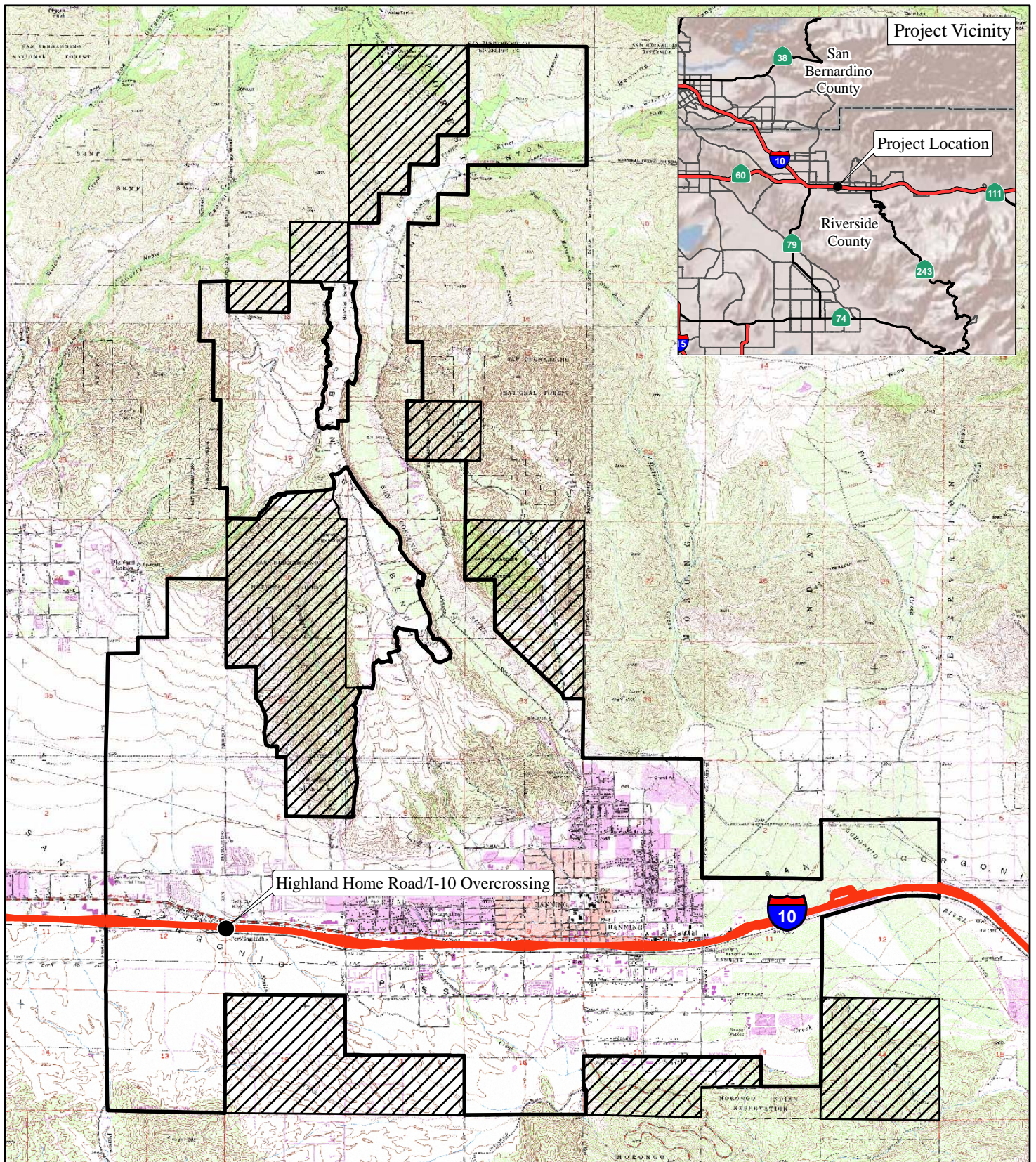
The City General Plan Circulation Element standard provides that LOS C is the upper limit of satisfactory operations except for intersections along Ramsey Street, where LOS D is considered satisfactory. Mitigation is required for any intersections where any project traffic causes the intersection to deteriorate from satisfactory to unsatisfactory operation. The City does not have an adopted criterion that defines significant impact at an existing deficient intersection; therefore, a conservative criterion was developed to address this potential condition. If an intersection is already operating at an unsatisfactory LOS, any increase in delay due to the addition of one or more cars would constitute a significant project impact. This criterion was applied to study intersections in the jurisdictions of the City of Banning, City of Beaumont, and the County of Riverside.

2.3 CIRCULATION ELEMENT AMENDMENT CHARACTERISTICS

The City is proposing to amend the General Plan Circulation Element. The proposed General Plan Amendment (GPA) includes a change to the acceptable LOS for roadway operating conditions from

LOS C to LOS D. Additionally, the City is proposing to remove one designated interchange improvement at the I-10 from the Proposed General Plan Street System identified in Exhibit III-6 in the Circulation Element. The future extension of Highland Home Road as an overcrossing at the I-10 would remain in the Circulation Element. The objectives for the proposed project include the following:

- Update the City's General Plan Circulation Element to be consistent with adjacent jurisdictions' LOS D standards
- Adopt LOS D as the acceptable roadway operating condition so that additional right-of-way expenses are not incurred to meet a LOS C standard
- Update Exhibit III-6 in the Circulation Element by removing the Highland Home Road/I-10 future interchange and retaining the overcrossing to be consistent with the County's General Plan Circulation Element
- Update the text of the Circulation Element of the Banning General Plan



LSA

LEGEND

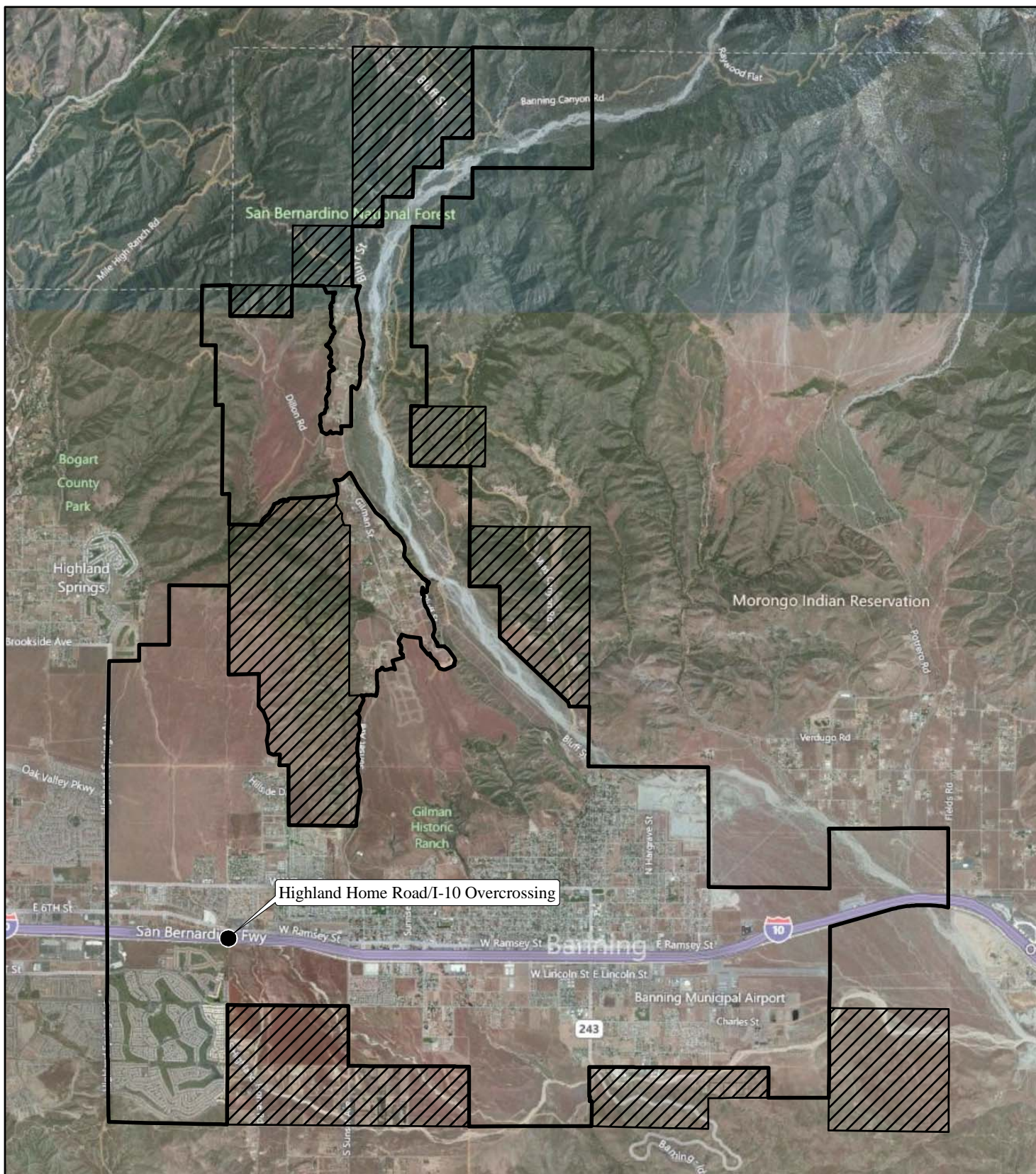
- Highland Home Road/I-10 Overcrossing
- ▭ City of Banning Limits
- ▨ City of Banning Sphere of Influence

FIGURE 1

Banning General Plan Ammendment
Project Location

SOURCE: USGS 7.5' Quad - Beaumont (1988), Cabazon (1988), Forest Falls (1994), CA; Riverside LAFCO (2006); SCAG (2008)

I:\COB1101\GIS\Fig1_Proj_Location.mxd (12/20/2011)



L S A

LEGEND

- Highland Home Road/I-10 Overcrossing
- City of Banning Limits
- ▨ City of Banning Sphere of Influence

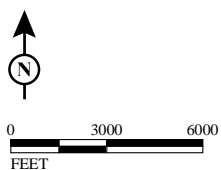


FIGURE 2

Banning General Plan Ammendment
Project Aerial

3.0 CITY OF BANNING

ENVIRONMENTAL CHECKLIST

3.1 GENERAL INFORMATION:

| | |
|-------------------------------|--|
| Project Title: | City of Banning Circulation Element General Plan Amendment |
| Project Sponsor/Owner: | City of Banning 99 E. Ramsey Street Banning, California 92220 |
| Lead Agency Contact: | Zai Abu Bakar, Community Development Director City of Banning 99 E. Ramsey Street Banning, California 92220 Phone: (951) 922-3131 Fax: (951) 922-3128 Email: zabubakar@ci.banning.ca.us |
| Location: | The project is located in the City of Banning and includes Interstate 10 and roadway networks that connect the City of Banning to the western and eastern portion of Riverside County. |
| Project Description: | <p>The City is proposing to amend the General Plan Circulation Element. The proposed General Plan Amendment (GPA) includes a change to the acceptable level of service (LOS) for roadway operating conditions from LOS C to LOS D. Additionally, the City is proposing to remove one designated interchange improvement at the I-10 from the Proposed General Plan Street System identified in Exhibit III-6 in the Circulation Element. The objectives for the proposed project include the following:</p> <ul style="list-style-type: none">• Update the City's General Plan Circulation Element to be consistent with adjacent jurisdictions' LOS D standards• Adopt LOS D as the acceptable roadway operating condition so that additional right-of-way expenses are not incurred to meet a LOS C standard• Update Exhibit III-6 in the Circulation Element by removing the Highland Home Road/I-10 future interchange and retaining the overcrossing to be consistent with the County's General Plan Circulation Element• Update the text of the Circulation Element of the Banning General Plan |
| Approvals Required: | <p>In order to complete the project, the Agency would need to take the following actions:</p> <ul style="list-style-type: none">• Certification of Final Environmental Impact Report• General Plan Amendment• Update Exhibit III-6 in the Circulation Element of the General Plan• Update the text in the Circulation Element of the General Plan |

3.2 ENVIRONMENTAL IMPACTS POTENTIALLY AFFECTED:

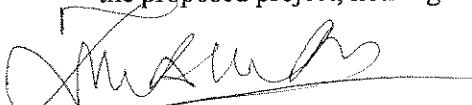
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Those environmental issues that are not marked (□) have been determined to have "No Impact" or a "Less Than Significant Impact" and *will not* be further analyzed in the EIR.

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

3.3 ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature of City of Banning Representative

Zai Abu Bakar, Community Development Director
Printed Name/Title

1/4/12
Date Signed

951-922-3131
Phone No.

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS:

All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 1) A list of “Supporting Information Sources” must be attached and other sources used or individuals contacted should be cited in the Narrative Summary for each section.
- 2) Response Column Heading Definitions:
 - a) **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
 - b) **Potentially Significant Unless Mitigation Incorporated** applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
 - c) **Less Than Significant Impact** applies where the project creates no significant impacts, only Less Than Significant impacts.
 - d) **No Impact** applies where a project does not create an impact in that category. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 3) Earlier analyses may be used where, pursuant to a tiering, program EIR, Master EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15062(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated”, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 4) Incorporate into the checklist any references to information sources for potential impacts (e.g., the General Plan, zoning ordinance). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 5) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| I. AESTHETICS -- Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| <p>a) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in a substantial adverse effect on a scenic vista. There are no known scenic vistas with views on or within the vicinity of the project roadways. An analysis of a scenic vista in the framework of the California Environmental Quality Act (CEQA) focuses on the impacts of a project on views of natural features that provide a context or setting that defines the aesthetic character of an area or community (i.e., mountains such as Mt. San Geronio or Mt. San Jacinto or other natural features). The project, which is a change to a General Plan policy regarding level of service for the roadway networks in the City of Banning and a replacement of the future Highland Home Road interchange with an overpass, occurs mostly in an urbanized area where there are no natural scenic vistas in the immediate vicinity. The interchange and roadway networks in the City are surrounded by development and contain no natural scenic features in their immediate vicinity. Therefore, no impacts to scenic vistas are forecast to occur. This topic will not be reviewed further in the EIR.</p> | | | | |
| <p>b) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to damage scenic resources. There is no known existing or proposed State scenic highways, local scenic expressways, scenic highways, or eligible scenic highways within the vicinity of the project roadways. Therefore, no aesthetic impacts would occur to scenic resources within the vicinity of any State scenic highways, local scenic expressways, scenic highways, or eligible scenic highways. This topic will not be reviewed further in the EIR.</p> | | | | |
| <p>c) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to degrade the existing visual character or quality of a specific project site. Typically, aesthetic impacts are associated with the presence of sensitive viewers (i.e., residential and recreational land uses and designated scenic roadways) within the project vicinity. The surrounding land uses do include limited residential and recreational uses; however, the majority of uses along major roadway networks and the freeway interchange are commercial land uses, and there are no designated scenic roadways as part of the roadway/freeway networks. In addition, the project involves replacement of the future Highland Home Road/I-10 interchange with an overcrossing; as a result, the existing visual character and quality of the site would not be degraded. This topic will not be reviewed further in the EIR.</p> | | | | |
| <p>d) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change would not</p> | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| create a new source of light or glare above and beyond that is typically associated with roadways. Therefore, no impacts to day or nighttime views would occur. This topic will not be reviewed further in the EIR. | | | | |
| II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project is forecast to have no impact on farmland. This topic will not be reviewed further in the EIR. | | | | |
| b) No Impact. As discussed previously, the proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not conflict with existing zoning for agricultural use or impact any site subject to a Williamson Act contract. Therefore, no impacts related to agricultural zoning would occur. This topic will not be reviewed further in the EIR. | | | | |
| c) No impact. As discussed previously, the proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change would not result in conversion of farmland to nonagricultural use. Therefore, no impact to agricultural resources would occur. This topic will not be reviewed further in the EIR. | | | | |
| d) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| <p>replacement of the future Highland Home Road interchange with an overpass. This type of policy change would not result in the loss of forest land or conversion of forest land to non-forest use. As the project roadways are not zoned as farmland or forest land and not currently used for agricultural or timber purposes, no impacts are anticipated. This topic will not be reviewed further in the EIR.</p> <p>e) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change would not impact farmland or land designated as forest land. This topic will not be reviewed further in the EIR.</p> | | | | |
| III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> <p>a) Potentially Significant Impact. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to air quality plans. It fulfills the CEQA goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plans strategy being based on projections from local General Plans.</p> <p>The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacement of the future Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. In addition, as discussed in Response III (b) following, the proposed project could potentially result in long-term air quality impacts. Therefore, the proposed project is potentially inconsistent with local air quality plans, and an air quality technical analysis addressing local air quality plans will be addressed in the EIR.</p> <p>b) Potentially Significant Impact. Implementation of the proposed project would change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacement of the future</p> | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| <p>Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. The proposed project may result in additional mobile source emissions. The increase in long-term emissions from the proposed project site could potentially exceed the South Coast Air Quality Management District's (SCAQMD) significance thresholds. Therefore, the proposed project could result in a potentially significant impact to air quality standards, and an air quality technical analysis will be completed as part of the EIR.</p> <p>c) Potentially Significant Impact. As discussed in Response III (b) previously, the projected emissions of criteria pollutants as a result of the proposed project would potentially exceed SCAQMD's significance thresholds. In addition, the proposed project is inconsistent with the project site's current General Plan LOS and the air quality plan. Cumulative emissions are part of the emission inventory included in the air quality plan for the project area. Therefore, there would be a cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin (Basin), and a potentially significant impact would occur. The proposed project may expose the surrounding sensitive receptors to additional airborne particulates and fugitive dust. Therefore, sensitive receptors would be potentially exposed to high pollutant concentrations, and the proposed project could result in a potentially significant impact. An air quality technical analysis addressing criteria pollutants will be completed as part of the EIR.</p> <p>d) Potentially Significant Impact. As discussed in Response III (b) previously, the projected emissions of criteria pollutants as a result of the proposed project would potentially exceed SCAQMD's significance thresholds. Therefore, sensitive receptors would be potentially exposed to high pollutant concentrations, and the proposed project could result in a potentially significant impact. An air quality technical analysis addressing criteria pollutants will be completed as part of the EIR.</p> <p>e) No Impact. The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacement of the future Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. Creation of objectionable odors is not anticipated. Therefore, no impacts related to objectionable odors would result from the proposed project.</p> | | | | |
| IV. BIOLOGICAL RESOURCES -- Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><u>Narrative Summary:</u></p> <p>a) Less Than Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to impact candidate, sensitive, or special-status species since it does not result in physical changes. The proposed change of the future interchange to an overcrossing is anticipated to have fewer impacts to potential candidate, sensitive, or special-status species because the overcrossing would require less land disturbance to areas that potentially support such species. As a result, the overcrossing would likely create fewer impacts to candidate, sensitive, or special-status species than the freeway interchange. This topic will not be reviewed further in the EIR.</p> <p>b) Less Than Significant Impact. Please refer to Response IV (a) above.</p> <p>c) Less Than Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to impact wetlands since it does not result in physical changes. The proposed change of the future interchange to an overcrossing would have fewer impacts to potential wetlands because the overcrossing would require fewer disturbances to land areas that potentially support wetlands. As a result, the overcrossing would likely create fewer impacts to potential wetlands than a freeway interchange. This topic will not be reviewed further in the EIR.</p> <p>d) Less Than Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to wildlife corridors since it does not result in physical changes. The future interchange site has been completely developed and is surrounded by existing development and I-10. The site is not serving as a significant wildlife movement corridor because of its location and surrounding development. Therefore, the project is forecast to have no impact on wildlife movement. This topic will not be reviewed further in the EIR.</p> <p>e) Less Than Significant Impact. Under CEQA, trees are considered a biological resource. Section 17.32.060 of the Municipal Code allows for the removal of trees if in conformance with the General Plan's policies and programs. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to impact trees since it does not result in physical changes. The proposed change of the future interchange to an overcrossing would likely result in fewer impacts to trees because the overcrossing would require fewer disturbances to land areas that potentially support trees. As a result, the overcrossing would likely create fewer impacts to trees than a freeway interchange. This topic will not be reviewed further in the EIR.</p> <p>f) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to impact Natural Communities Conservation Plan/Habitat Conservation</p> | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|-------------------------------------|---------------------------------------|------------------------------|--------------------------|
| Plan (NCCP/HCP) protected species or habitats since it does not result in physical changes. As stated previously, the proposed change of the future interchange to an overcrossing would result in fewer impacts to potential NCCP/HCP protected species or habitats because the interchange would require greater disturbance to land areas that potentially support NCCP/HCP protected species or habitats. As a result, the overcrossing would likely create fewer impacts to NCCP/HCP protected species or habitats than a freeway interchange. This topic will not be reviewed further in the EIR. | | | | |
| V. CULTURAL RESOURCES -- Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (July 20, 1999)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) Potentially Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to impact known historical buildings, structures, or objects. However, as part of CEQA and in compliance with Senate Bill 18 (SB18) (Burton 2005) requirements for GPAs, Native American consultation will be required as part of project approval. Consultation with Native Americans could potentially identify additional historical resources in the project area. Therefore, historical resources analysis addressing any potential resources as defined in Section 15064.5 of the CEQA Guidelines will be conducted as part of the EIR. | | | | |
| b) Potentially Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to impact known archaeological sites. However, as part of CEQA and in compliance with SB18 (Burton 2005) requirements, Native American consultation will be required for this project. Therefore, archaeological resources analysis, including consultation with Native Americans, will be conducted as part of the EIR. | | | | |
| c) Potentially Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to impact known fossil localities. However, as part of CEQA and in compliance with SB18 (Burton 2005) requirements, Native American consultation will be required for this project. Therefore, paleontological resources analysis, including consultation with Native Americans, will be conducted as part of the EIR. | | | | |
| d) Less than Significant with Mitigation. While it is anticipated that no human remains would be impacted by the | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| proposed policy changes, the possibility remains that unknown human remains may be encountered during future construction activities. Therefore, there is a potential to encounter unknown human remains during on-site grading, and impacts to unknown human remains will be addressed as part of the EIR. | | | | |
| VI. GEOLOGY AND SOILS -- Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) | | | | |
| i) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in physical changes that would be impacted by a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, or other geologic conditions, such as ground shaking, liquefaction, landslides, soil erosion, or subsidence. The proposed change of the future interchange to an overcrossing would have similar impacts in terms of known geologic hazards. Therefore, this topic will not be reviewed further in the EIR. | | | | |
| ii) No Impact. Please refer to Response VI (a)(i) above. | | | | |

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

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| <p><u>Narrative Summary:</u></p> <p>a) Less Than Significant Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would be impacted by a hazard or hazardous material. The proposed change of the future interchange to an overcrossing would have similar impacts in terms of hazards and hazardous waste. The proposed project (overcrossing) will be required to incorporate Best Management Practices (BMPs), as well as comply with all regulations and laws regarding hazardous materials during construction activities. Therefore, the project is forecast to have a less than significant impact with respect to the transport, use, and disposal of hazardous materials. This topic will not be reviewed further in the EIR.</p> <p>b) Less Than Significant Impact. Please refer to Response VII (a) above.</p> <p>c) No Impact. It is not anticipated that implementation of the proposed policy changes would result in emissions/handling of hazardous materials beyond existing conditions. No impact is expected. This topic will not be reviewed further in the EIR.</p> <p>d) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in physical changes that would be impacted by a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This topic will not be reviewed further in the EIR.</p> <p>e) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in physical changes that would present a safety hazard related to aircraft or airport operations. The proposed change of the future interchange to an overcrossing is located at a site within 2 miles (mi) of the Banning Municipal airport. However, the proposed change of the designation of an interchange to an overcrossing would not present a safety hazard related to aircraft or airport operations. This topic will not be reviewed further in the EIR.</p> <p>f) No Impact. Please refer to Response VII (e) above.</p> <p>g) No Impact. The proposed project would not physically interfere with or disrupt the use of an evacuation route. This topic will not be reviewed further in the EIR.</p> <p>h) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in physical changes that would result in impacts due to wildland fires. The location of the proposed change of the future interchange to an overcrossing is not located within a High Fire Hazard Zone. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This topic will not be reviewed further in the EIR.</p> | | | | |
| VIII. HYDROLOGY AND WATER QUALITY – Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
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| would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | | | | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would result in water quality impacts. The proposed change of the future interchange to an overcrossing would have similar impacts during construction and operation in terms of water quality. The proposed project (overcrossings) will be required to incorporate BMPs, as well as comply with all regulations and laws regarding storm water management during construction and operation activities. Therefore, the project is not anticipated to impact water quality. This topic will not be reviewed further in the EIR. | | | | |
| b) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would result in groundwater or groundwater quality impacts. The proposed change to the future interchange to an overcrossing would have similar impacts during construction and operation in terms of groundwater. The proposed project (overcrossings) will be | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| <p>required to incorporate BMPs, as well as comply with all regulations and laws regarding storm water management during construction and operation activities. Therefore, the project is not anticipated to impact groundwater. This topic will not be reviewed further in the EIR.</p> <p>c) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would result in water quality impacts due to erosion or flooding. The proposed change of the future interchange to an overcrossing would have similar impacts during construction and operation in terms of altering drainage patterns. The proposed project (overcrossings) will be required to incorporate BMPs, as well as comply with all regulations and laws regarding storm water management during construction and operation activities. Therefore, the project is not anticipated to impact drainage patterns. This topic will not be reviewed further in the EIR.</p> <p>d) No Impact. Please refer to Response VIII (c) above.</p> <p>e) No Impact. Please refer to Response VIII (a) above.</p> <p>f) No Impact. Please refer to Response VIII (a) above.</p> <p>g) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would place housing in the 100-year flood zone. The proposed change to the future interchange to an overcrossing would have similar impacts during construction and operation in terms of flood zone impact. The proposed project (overcrossings) will be required to incorporate BMPs, as well as comply with all regulations and laws regarding storm water management during construction and operation activities. Therefore, the project is not anticipated to impact the flood zone. This topic will not be reviewed further in the EIR.</p> <p>h) No Impact. Please refer to Response VIII (g) above.</p> <p>i) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and a proposed change of a future interchange to an overcrossing that would not be affected by failure of a levee or dam. Therefore, there are no impacts relating to a levee or dam failure. This topic will not be reviewed further in the EIR.</p> <p>j) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and a proposed change of a future interchange to an overcrossing that would not be affected by a water body capable of causing a seiche or mudflow conditions. Therefore, the project would not expose people or structures to a significant risk of loss by inundation by seiche or mudflow. This topic will not be reviewed further in the EIR.</p> | | | | |
| IX. LAND USE AND PLANNING -- Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| or natural community conservation plan? | | | | |
| <p><u>Narrative Summary:</u></p> <p>a) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to physically divide an established community. The project site for the proposed future overcrossing is currently developed with established communities on either side of the project site (I-10). The project area is considered a built-out urban area. Implementation of the proposed project would include the following discretionary approvals: (1) a GPA to change the LOS from LOS C to LOS D; and (2) an update to Exhibit III-6 in the Circulation Element to remove the Highland Home Road/I-10 future interchange and retain the overcrossing to be consistent with the County's General Plan Circulation Element; and (3) update the text in the Circulation Element of the General Plan. Implementation of the proposed project would not divide an established community. Therefore, no impact to established communities would occur. This topic will not be reviewed further in the EIR.</p> <p>b) Potentially Significant Impact. As discussed above, the proposed project would include the following discretionary approvals: (1) a GPA to change the LOS from LOS C to LOS D; and (2) an update to Exhibit III-6 in the Circulation Element to remove the Highland Home Road/I-10 future interchange and retain the overcrossing to be consistent with the County's General Plan Circulation Element ; and (3) update the text in the Circulation Element of the General Plan.. The EIR will evaluate the proposed project's discretionary actions with the current applicable land use plan, policy, or regulations.</p> <p>c) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to impact NCCP/HCP protected species or habitats since it does not result in physical changes. As stated previously, the proposed change of the future interchange to an overcrossing would result in fewer impacts to potential NCCP/HCP protected species or habitats because the interchange would require greater disturbance to land areas that potentially support NCCP/HCP protected species or habitats. As a result, the overcrossing would likely create fewer impacts to NCCP/HCP protected species or habitats than a freeway interchange. This topic will not be reviewed further in the EIR.</p> | | | | |
| X. MINERAL RESOURCES -- Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><u>Narrative Summary:</u></p> <p>a) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to impact mineral resources since it does not result in physical changes. As stated previously, the proposed change of the future interchange to an overcrossing is located at a site that is currently developed with the I-10 freeway and is not being utilized as a mineral resource recovery site. According to the General Plan, the project site is not located within a mineral resource area. In addition, considering the existing use of the project site and its currently developed condition, it is highly unlikely that the project site contains mineral resources that would be of value to the region and the residents of the State. Therefore, no impacts to mineral resources would occur. This topic</p> | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|---|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| will not be reviewed further in the EIR. | | | | |
| c) No Impact. Please refer to Response X (a) above. | | | | |
| XI. NOISE -- Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) Potentially Significant Impact. Implementation of the proposed project may result in an increase in daily traffic travel times and would potentially increase traffic noise along roads leading to the project site. Therefore, the permanent increase in ambient noise levels associated with the proposed project could be potentially significant. In addition, in locations where sensitive residential land uses are adjacent to the proposed project, these sensitive land uses would be potentially exposed to noise levels exceeding the City's Community Noise Equivalent Level (CNEL) exterior and/or interior noise standards. Therefore, a noise technical analysis, including analysis of any operational noise impacts of the proposed project, will be conducted as part of the EIR. | | | | |
| b) Potentially Significant Impact. A noise technical analysis, including analysis of any vibration impacts, would be conducted as part of the EIR. | | | | |
| c) Potentially Significant Impact. Please refer to Response XI (a) above. | | | | |
| d) Potentially Significant Impact. Please refer to Response XI (a) above. | | | | |
| e) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to expose persons to noise resulting from airport uses. The proposed change | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| <p>of the future interchange to an overcrossing is located at a site that is within 2 mi of the Banning Municipal airport. However, the proposed change of an interchange to an overcrossing would not expose persons to noise impacts related to aircraft or airport operations. This topic will not be reviewed further in the EIR.</p> <p>f) No Impact. Please refer to Response XI (e) above.</p> | | | | |
| XII. POPULATION AND HOUSING -- Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><u>Narrative Summary:</u></p> <p>a) No Impact. Residential and business uses are not proposed as part of the proposed GPA project. The project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. Implementation of the proposed project would not induce substantial population growth either directly or indirectly. This topic will not be reviewed further in the EIR.</p> <p>b) No Impact. Residential and business uses are not proposed as part of the proposed GPA project. The project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. Therefore, implementation of the proposed project would not involve the displacement of existing housing. This topic will not be reviewed further in the EIR.</p> <p>c) No Impact. As discussed above, Residential and business uses are not proposed as part of the proposed GPA project, which is a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. Therefore, implementation of the proposed project would not involve the displacement of substantial numbers of people, thereby necessitating the construction of replacement housing. This topic will not be reviewed further in the EIR.</p> | | | | |
| XIII. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
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| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <u>Narrative Summary:</u> Less Than Significant. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in physical changes that would create the need for additional services for fire protection, police protection, schools, parks, and other public facilities such as libraries and transit services. The proposed change in LOS from LOS C to LOS D has the potential to slow response times for fire protection and police protection. However, it is not anticipated that this change would be substantially different from existing conditions. As a result, impacts to fire protection, police protection, public education, public parks, public libraries, and public transit are anticipated to be less than significant. This topic will not be reviewed further in the EIR. | | | | |
| XIV. RECREATION -- Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> a) No Impact. The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacing the future Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. The project does not propose the construction of any residential buildings; therefore, it will not directly create a demand for recreation facilities, nor will it contribute to the deterioration of existing recreational facilities. No impact to existing recreational facilities is forecast to occur. This topic will not be reviewed further in the EIR. b) No Impact. Please refer to Response XIV (a) above. | | | | |
| XV. TRANSPORTATION/TRAFFIC -- Would the project: | | | | |
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| (e.g., sharp curves or dangerous intersections) or incompatible uses? | | | | |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus stops/routes, bicycle lanes, sidewalks, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> <p>a) Potentially Significant Impact. As discussed previously, the proposed project would allow for a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D, thereby potentially increasing vehicle travel time in the project area. A project-specific Traffic Impact Analysis analyzing the potential increase in traffic, impacts on any intersections, local road capacities, LOS at local intersections, and necessary mitigation measures will be prepared as part of the EIR.</p> <p>b) Potentially Significant Impact. Please refer to Response XV (a) above.</p> <p>d) No Impact. The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacing the future Highland Home Road/I-10 interchange improvement with an overcrossing to be consistent with the County's General Plan. The project would not result in any air traffic increases, nor would it impact existing air traffic patterns.</p> <p>e) No Impact. The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacing the future Highland Home Road/I-10 interchange improvement with an overcrossing to be consistent with the County's General Plan. As a result, the proposed project is not expected to increase hazards due to a design feature (e.g., sharp curves or dangerous intersections).</p> <p>e) No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS and the replacement of the future Highland Home Road interchange with an overpass. This type of policy change does not have the potential to result in inadequate emergency access. As a result, there would be no impacts related to emergency access as a result of implementation of the project.</p> <p>f) No Impact. The proposed project includes a GPA to change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacing the future Highland Home Road/I-10 interchange improvement with an overcrossing to be consistent with the County's General Plan. This type of policy change is not expected to result in inadequate parking.</p> <p>g) No Impact. Implementation of the proposed project would not affect adopted policies supporting alternative transportation. Therefore, implementation of the proposed project would not conflict with alternative transportation plans.</p> | | | | |
| XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| wastewater treatment facilities (including sewer (waste water) collection facilities) or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9) from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with Federal, State, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>Narrative Summary:</u> No Impact. The proposed project is generally a policy change in regard to the City's adopted LOS. This type of policy change does not have the potential to result in physical changes that would create the need for or impact existing utilities and service systems. Additionally, the project involves replacing the future Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. The project would not result in any utility or service systems increases, nor would it impact existing utility and service systems. This topic will not be reviewed further in the EIR. | | | | |
| XVII. GREENHOUSE GAS EMISSIONS -- Would the project: | | | | |
| a) Would the Project generate greenhouse gas emissions either directly or indirectly that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Narrative Summary:</u> Potentially Significant Impact. Global climate change (GCC) refers to alterations in weather features that occur across the Earth as a whole, such as temperature, wind patterns, precipitation, and storms. Global temperatures are modulated by naturally occurring atmospheric gases such as water vapor, carbon dioxide, methane, and nitrous oxide. These gases allow sunlight into the Earth's atmosphere, but prevent radiative heat from escaping into outer space, thus altering the Earth's energy balance in a phenomenon called the greenhouse effect. "Greenhouse gases" (GHGs) | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|-------------------------------------|---------------------------------------|------------------------------|--------------------------|
| include but are not limited to: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Implementation of the proposed project would change the acceptable LOS for roadway operating conditions from LOS C to LOS D. Additionally, the project involves replacement of the future Highland Home Road/I-10 interchange with an overcrossing to be consistent with the County's General Plan. The proposed project may result in additional mobile source emissions. The increase in long-term emissions from the proposed project site could potentially exceed the South Coast Air Quality Management District's (SCAQMD) significance thresholds. Therefore, the proposed project could result in a potentially significant impact to GHGs, and an air quality technical analysis will be completed as part of the EIR. | | | | |
| XVII. MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Narrative Summary:</u> | | | | |
| a) Potentially Significant Impact. Consistent with CEQA Guidelines, as much data as feasible should be incorporated into any subsequent environmental review completed for the proposed project. The project would amend the City's General Plan. The proposed change in LOS and potential future overcrossing has the potential to impact traffic, air quality, and the noise environment. In addition, an air quality analysis is required to evaluate the project's impact to GCC/global warming, localized pollutant impacts from operational emissions, and long-term health risk to sensitive land uses. The project is generally a policy change and would not impact known important examples of major periods of California history or prehistory; however, in compliance with Senate Bill 18 (SB18) (Burton 2005) requirements consultation with Native Americans, archaeological resources analysis, and paleontological analysis in regard to current policies and regulations would be conducted as part of the EIR. Therefore, the EIR will analyze the abovementioned air quality, cultural resources, GHGs, land use and planning, noise, and transportation and traffic impacts. | | | | |
| b) Potentially Significant Impact. The proposed project, in conjunction with other projects in the City and general vicinity, has the potential to cumulatively impact the environment. Environmental effects of the proposed project would be analyzed along with any reasonably foreseeable future development as part of the EIR. | | | | |
| c) Potentially Significant Impact. The proposed project has the potential to result in substantial environmental | | | | |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
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| impacts to humans, such as traffic, air quality, and noise impacts. The potential for these impacts would be analyzed, and any necessary mitigation measures would be identified as part of the EIR. | | | | |