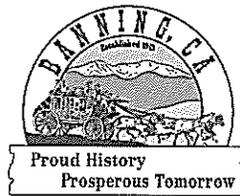


DRAFT INITIAL STUDY CHECKLIST

FOR THE

CIRCULATION ELEMENT GENERAL PLAN AMENDMENT

CITY OF BANNING



LSA

January 2012

APPENDIX A

**INITIAL STUDY AND NOTICE OF PREPARATION (IS/NOP),
AGENCY AND PUBLIC COMMENTS ON THE IS/NOP AND
DISTRIBUTION LIST**

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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

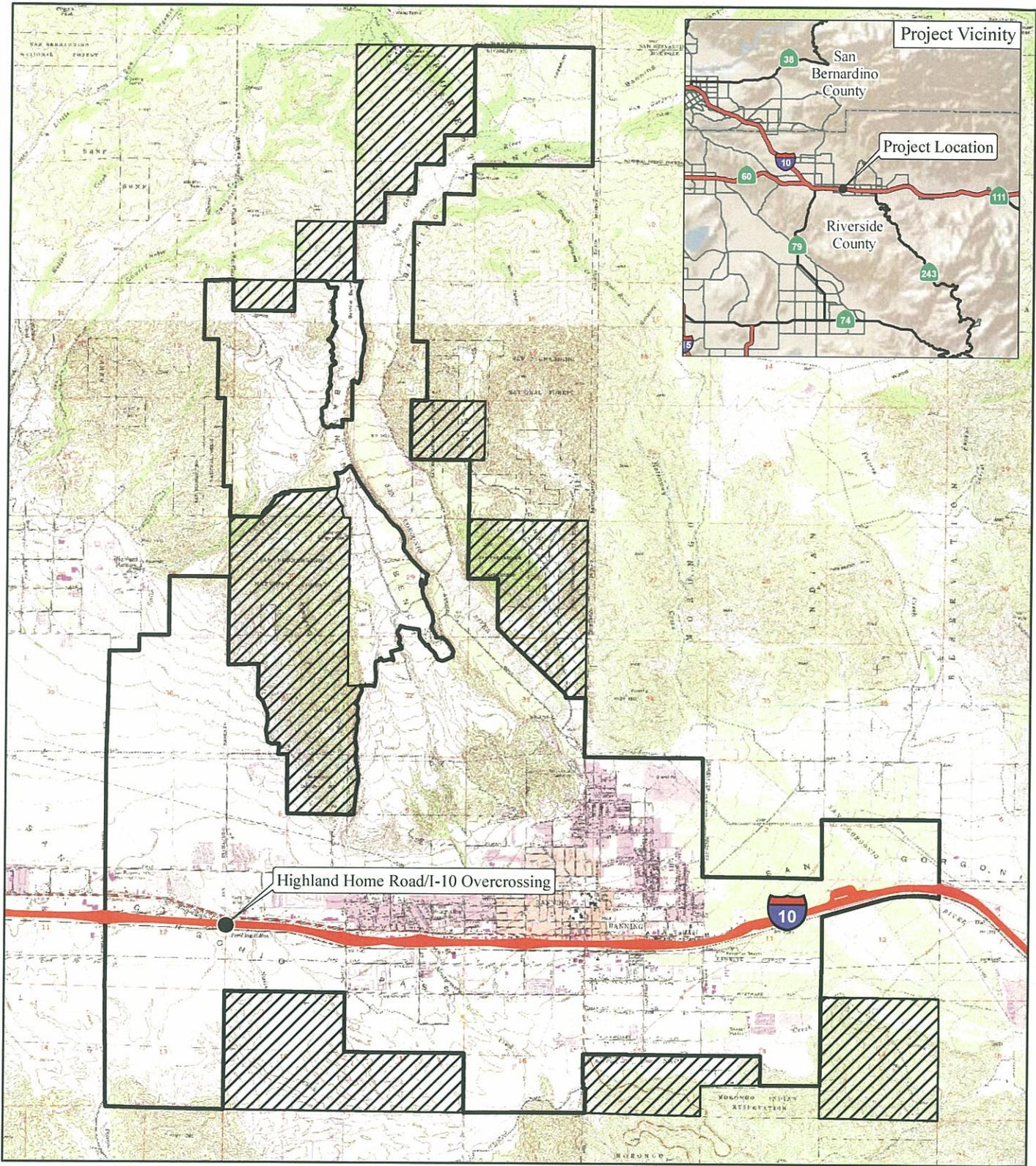
2.2.1 City of Banning – General Plan Circulation Element

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

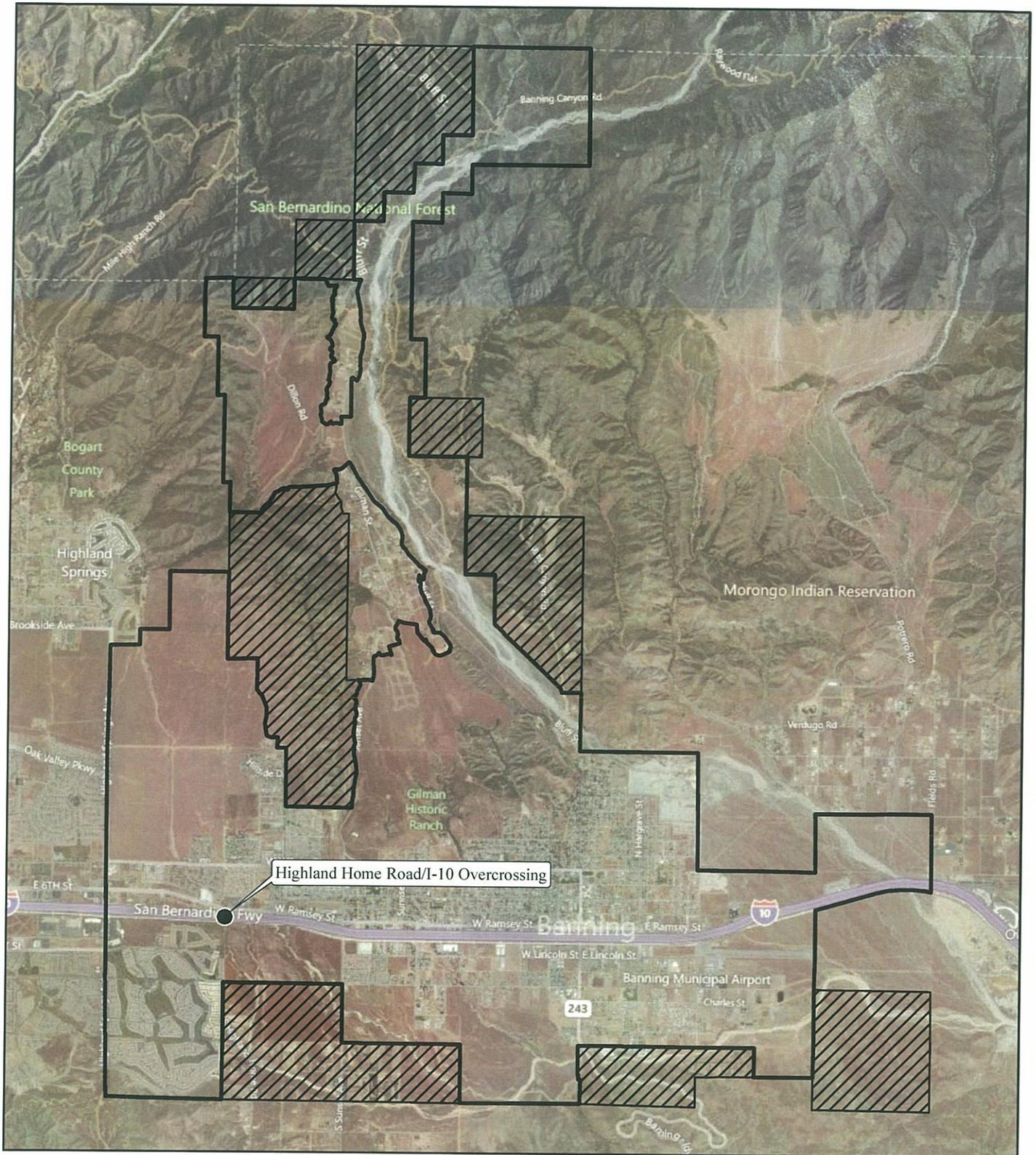
- Highland Home Road/I-10 Overcrossing
- ▭ City of Banning Limits
- ▨ City of Banning Sphere of Influence



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)

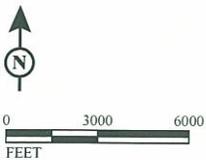


LSA

LEGEND

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

FIGURE 2



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:** 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:
- 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:** In order to complete the project, the Agency would need to take the following actions:
- 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:

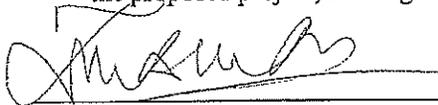
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Those environmental issues that are not marked (□) have been determined to have "No Impact" 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 Gorgonio 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 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.</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 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				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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.				
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.				
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 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)</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>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"/>
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,	<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
or impede the use of native wildlife nursery sites?				
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"/>
<u>Narrative Summary:</u>				
<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 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</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>				
<p>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.</p>				
<p>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.</p>				
<p>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.</p>				
<p>d) Less than Significant with Mitigation. While it is anticipated that no human remains would be impacted by the 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.</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input 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>				
<p>a)</p> <p>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.</p> <p>ii) No Impact. Please refer to Response VI (a)(i) above.</p> <p>iii) No Impact. Please refer to Response VI (a)(i) above.</p> <p>iv) No Impact. Please refer to Response VI (a)(i) above.</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
<u>Narrative Summary:</u>				
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				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>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>				
<p>VIII. HYDROLOGY AND WATER QUALITY – Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<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
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 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.				
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				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>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>				
<p>IX. LAND USE AND PLANNING -- Would the project:</p>				
<p>a) Physically divide an established community?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<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. 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</p>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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(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.

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.

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.

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"/>

Narrative Summary:

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 will not be reviewed further in the EIR.

c) **No Impact.** Please refer to Response X (a) above.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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>				
<p>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.</p>				
<p>b) Potentially Significant Impact. A noise technical analysis, including analysis of any vibration impacts, would be conducted as part of the EIR.</p>				
<p>c) Potentially Significant Impact. Please refer to Response XI (a) above.</p>				
<p>d) Potentially Significant Impact. Please refer to Response XI (a) above.</p>				
<p>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 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>				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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"/>

Narrative Summary:

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.

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.

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.

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"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Narrative Summary:

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

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 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 (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
<p><u>Narrative Summary:</u></p> <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>				
<p>XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:</p>				
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 wastewater treatment facilities (including sewer (waste water) collection 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

Narrative Summary:

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"/>

Narrative Summary:

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) 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

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>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.</p>				

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

<p>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?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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)?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

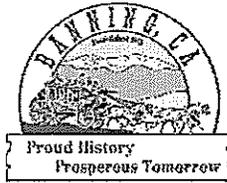
Narrative Summary:

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 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.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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.				



99 E. Ramsey Street
Banning, California 92220
Mailing Address: P.O. Box 998
Phone: 951 922-3125
Fax: 951 922-3128

**NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT
AND
PUBLIC SCOPING MEETING NOTICE**

DATE: January 6, 2012

TO: State Clearinghouse, Responsible and Trustee Agencies, and Interested Parties

SUBJECT: Notice of Intent to Prepare Draft Environmental Impact Report

Project Title: City of Banning Circulation Element General Plan Amendment

Lead Agency: City of Banning

Lead Agency Address: 99 E. Ramsey Street, Banning, California 92220

City Contact: Zai Abu Bakar, zabubakar@ci.banning.ca.us

Phone: (951) 922-3131

The City of Banning (City) has determined that an Environmental Impact Report (EIR) is necessary for the analysis of the proposed Circulation Element General Plan Amendment (the project) in the City of Banning. The City is the Lead Agency for the project and will prepare the Environmental Impact Report (EIR) under the terms and requirements of the California Environmental Quality Act (CEQA) and the implementing CEQA guidelines ("Guidelines").

PURPOSE OF THIS NOTICE OF PREPARATION

The purpose for this notice is: (1) to serve as the Notice of Preparation (NOP) to potential Responsible Agencies, and Trustee Agencies responsible for natural resources affected by the project pursuant to Section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues from interested parties other than those noted above, including interested or affected members of the public. The City requests that any potential Responsible or Trustee Agency responding to this notice, respond in a manner consistent with CEQA Guidelines Section 15082(b).

In order for the concerns of your agency to be incorporated into the Draft EIR, the City is requesting that you provide environmental information pertaining to the scope and content relevant to your agency's statutory responsibilities in connection with the proposed project. Your response at a minimum should include: (a) significant environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency will need to have explored in the Draft EIR; and (b) whether or not your agency will be a responsible or trustee agency for the project.

The project description, location, and a discussion indicating the probable environmental effects of the proposed action are contained in the attached materials. Additional project information, including a copy of the Initial Study (IS), is available for review at the City Hall, located at 99 E. Ramsey Street, Banning,

California, at the Banning Public Library, located at 21 West Nicolet Street, Banning, California, and on the City's website at <http://www.ci.banning.ca.us/>.

HOW AND WHEN TO COMMENT

Pursuant to Public Resources Code Section 21080.4 and Guidelines Section 15082(b), **Responsible Agencies must submit any written comments in response to this notice not later than 30 days after receipt.** All parties that have submitted their names and mailing addresses will be notified as part of the current project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the person identified above. The City will accept **written comments** from Agencies and interested parties regarding this notice through the close of business on **February 6, 2012 (submit written comments to the City address shown above).**

PROJECT SUMMARY

The project to be addressed in the EIR is a General Plan Amendment (GPA) to the Circulation Element. The City of Banning is proposing to amend the General Plan Circulation Element. The proposed 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 Interstate 10 (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:

- 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

The project requires processing a GPA to the Circulation Element.

POTENTIALLY SIGNIFICANT IMPACTS

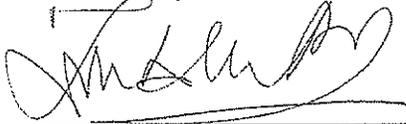
An IS was prepared for the project, which was used to focus the EIR on the effects determined to be significant pursuant to CEQA Guidelines Section 15063(c)(3). A copy of the IS is attached to this NOP. Following are the impacts determined to be Potentially Significant that are to be analyzed in the EIR:

- Transportation/Traffic
- Air Quality
- Greenhouse Gases
- Noise
- Cultural Resources
- Land Use and Planning

PUBLIC SCOPING MEETING

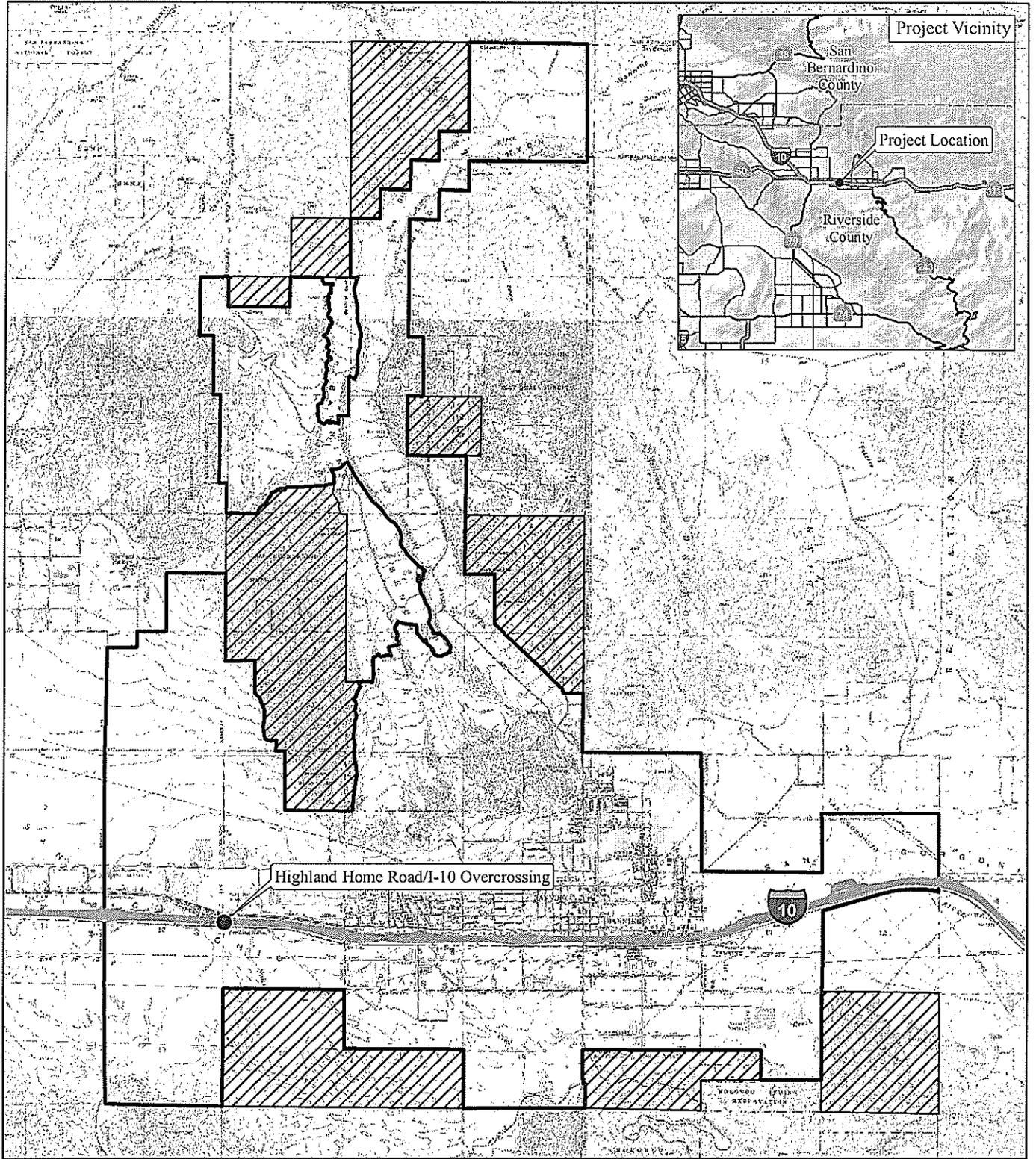
A Public Scoping Meeting will be held on January 17, 2012 which will include a brief project overview and discussion of environmental issue areas. The meeting will be held from 6:00 p.m.–7:00 p.m. in the City Council Chambers at the above address. Any interested parties may attend to gain a better understanding of the project and to identify environmental issues of concern.

Submitted by:



Zai Abu Bakar
Community Development Director
City of Banning

Attachments: Initial Study
Figure 1, Project Location



LSA

LEGEND

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

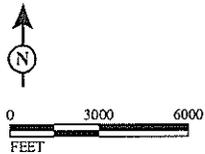
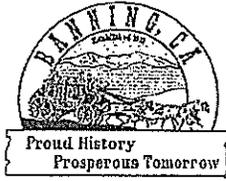


FIGURE 1

Banning General Plan Amendment
Project Location

SOURCE: USGS 7.5' Quad - Beaumont (1988), Cabazon (1988), Forest Falls (1994), CA; Riverside LAFCO (2006); SCAG (2008)
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Banning, California 92220
Mailing Address: P.O. Box 998
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Fax: 951 922-3128

REVISED NOTICE OF PREPARATION
EXTENDED PUBLIC REVIEW PERIOD
FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
AND
PUBLIC SCOPING MEETING NOTICE

DATE: January 9, 2012
TO: State Clearinghouse, Responsible and Trustee Agencies, and Interested Parties
SUBJECT: Notice of Intent to Prepare Draft Environmental Impact Report

Project Title: City of Banning Circulation Element General Plan Amendment
Lead Agency: City of Banning
Lead Agency Address: 99 E. Ramsey Street, Banning, California 92220
City Contact: Zai Abu Bakar, zabubakar@ci.banning.ca.us
Phone: (951) 922-3131

The City of Banning has extended the public review period for the NOP on the above project. The previous review period ended on February 6, 2012. Please be advised that comments on the NOP will now be accepted through **February 13, 2012**. See the attached Revised NOP. Thank you.

Zai Abu Bakar
Community Development Director
City of Banning

Attachments: Revised NOP



99 E. Ramsey Street
Banning, California 92220
Mailing Address: P.O. Box 998
Phone: 951 922-3125
Fax: 951 922-3128

REVISED NOTICE OF PREPARATION
EXTENDED PUBLIC REVIEW PERIOD
FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
AND
PUBLIC SCOPING MEETING NOTICE

DATE: January 9, 2012

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Lead Agency: City of Banning

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City Contact: Zai Abu Bakar, zabubakar@ci.banning.ca.us

Phone: (951) 922-3131

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PURPOSE OF THIS NOTICE OF PREPARATION

The purpose for this notice is: (1) to serve as the Notice of Preparation (NOP) to potential Responsible Agencies, and Trustee Agencies responsible for natural resources affected by the project pursuant to Section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues from interested parties other than those noted above, including interested or affected members of the public. The City requests that any potential Responsible or Trustee Agency responding to this notice, respond in a manner consistent with CEQA Guidelines Section 15082(b).

In order for the concerns of your agency to be incorporated into the Draft EIR, the City is requesting that you provide environmental information pertaining to the scope and content relevant to your agency's statutory responsibilities in connection with the proposed project. Your response at a minimum should include: (a) significant environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency will need to have explored in the Draft EIR; and (b) whether or not your agency will be a responsible or trustee agency for the project.

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HOW AND WHEN TO COMMENT

Pursuant to Public Resources Code Section 21080.4 and Guidelines Section 15082(b), **Responsible Agencies must submit any written comments in response to this notice not later than 30 days after receipt.** All parties that have submitted their names and mailing addresses will be notified as part of the current project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the person identified above. The City will accept **written comments** from Agencies and interested parties regarding this notice through the close of business on **February 13, 2012 (submit written comments to the City address shown above).**

PROJECT SUMMARY

The project to be addressed in the EIR is a General Plan Amendment (GPA) to the Circulation Element. The City of Banning is proposing to amend the General Plan Circulation Element. The proposed 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 Interstate 10 (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:

- 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

The project requires processing a GPA to the Circulation Element.

POTENTIALLY SIGNIFICANT IMPACTS

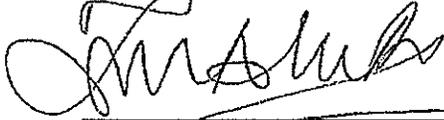
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- Transportation/Traffic
- Air Quality
- Greenhouse Gases
- Noise
- Cultural Resources

PUBLIC SCOPING MEETING

A Public Scoping Meeting will be held on January 17, 2012 which will include a brief project overview and discussion of environmental issue areas. The meeting will be held from 6:00 p.m.–7:00 p.m. in the City Council Chambers at the above address. Any interested parties may attend to gain a better understanding of the project and to identify environmental issues of concern.

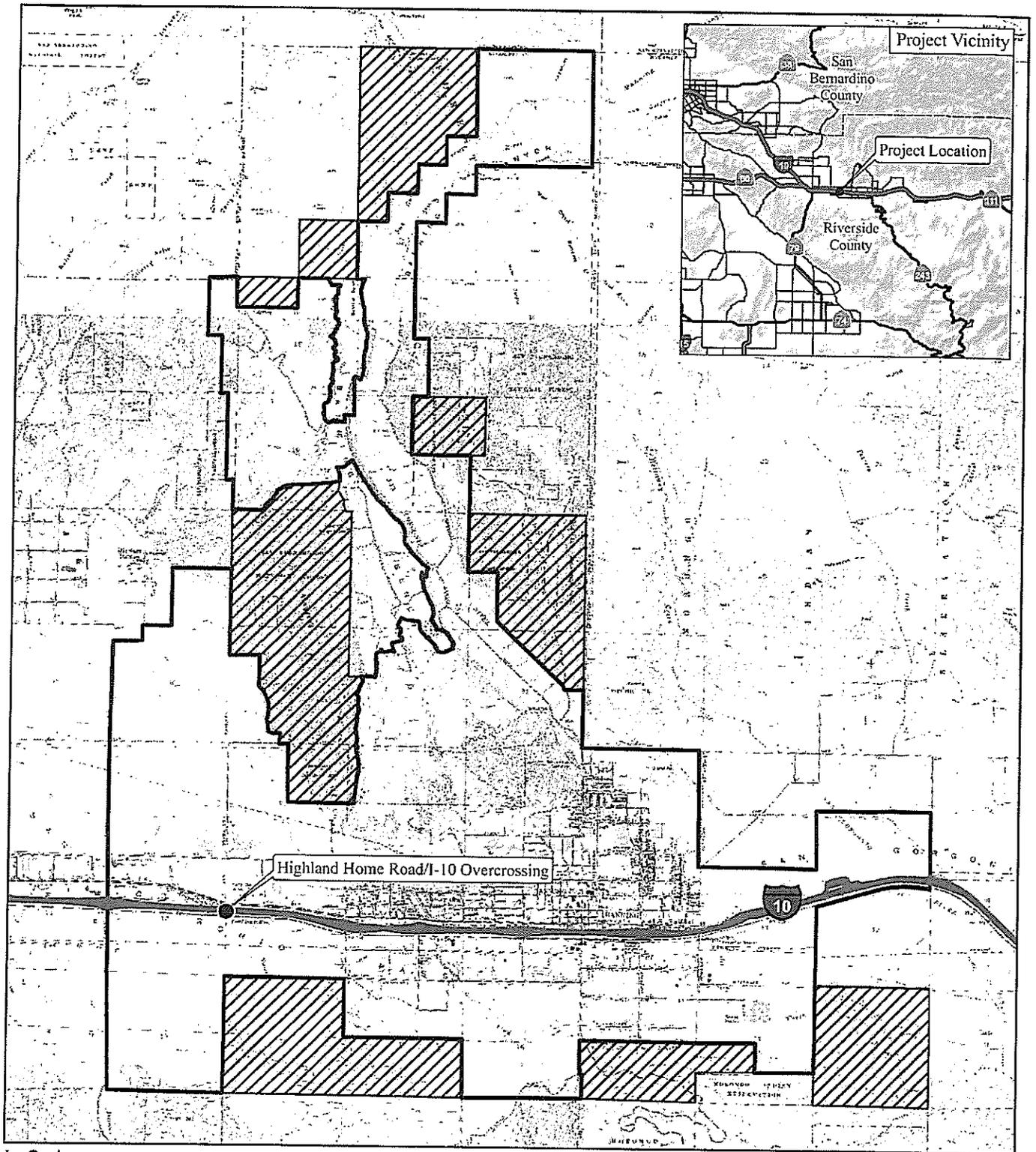
Submitted by:



Zai Abu Bakar
Community Development Director
City of Banning

Attachments:

Figure 1, Project Location

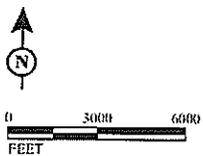


LSA

LEGEND

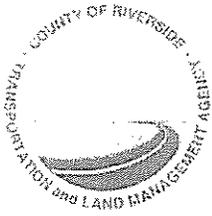
- Highland Home Road/I-10 Overcrossing
- ▭ City of Banning Limits
- ▨ City of Banning Sphere of Influence

FIGURE 1

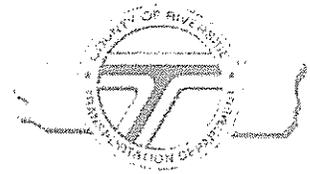


Banning General Plan Ammendment
Project Location

SOURCE: USGS 7.5' Quad - Beaumont (1988), Cabazon (1988), Forest Falls (1994), CA; Riverside LAFCO (2006); SCAG (2008)
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COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



Juan C. Perez, P.E., J.E.
Director of Transportation

January 30, 2012

City of Banning
Community Development Department
Attn: Zai Abu Bakar, Community Development Director
99 E. Ramsey Street
Banning, CA 92220

RE: Notice of Intent to Prepare (NOP) Draft Environmental Impact Report (DEIR)

Dear Zai Abu Bakar:

Thank you for the opportunity to comment on the Notice of Intent to Prepare (NOP) Draft Environmental Impact Report (DEIR) for City of Banning Circulation Element General Plan Amendment.

The Riverside County Transportation Department (RCTD) requests the City to coordinate changes to its Circulation Element with the County's Transportation and Planning departments to address inter-jurisdictional classification transitions. RCTD also requests the City to implement changes which would facilitate the use of Highland Springs Avenue southerly to the I-10 Freeway and discourage increases in traffic to Cherry Valley Boulevard and Brookside Avenue.

Thank you again for the opportunity to review the NOP. We look forward to receiving the DEIR for the project. Please contact me at (951) 955-2091 with questions or comments.

Sincerely,

Farah Khorashadi
Engineering Division Manager

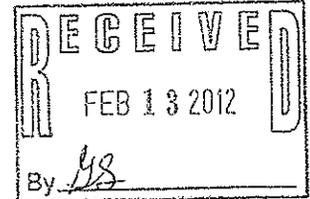
FK:rg

cc: Juan C. Perez, Director of Transportation
Patricia Romo, Deputy Director of Transportation



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov



February 8, 2012

Zai Abu Bakar
Community Development Director
City of Banning
P.O. Box 998
Banning, CA 92220

Notice of Preparation of a CEQA Document for the City of Banning Circulation Element General Plan Amendment Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

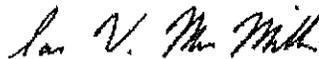
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



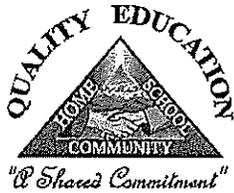
Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM

RVC120110-04

Control Number



500 Grace Avenue
Beaumont, CA 92223
Telephone: (951) 845-1631
General FAX: (951) 845-2039
Superintendent's Office FAX: 951-845-2319

BEAUMONT UNIFIED SCHOOL DISTRICT

BOARD OF TRUSTEES

Mrs. Susie Lava
President

Mr. Wayne Hackney
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Mr. Mark Orozco
Clerk

Mrs. Janelle Poutler
Member

Mrs. Margaret De Longchamp
Member

ADMINISTRATION

Dr. Barry L. Kayrell
District Superintendent

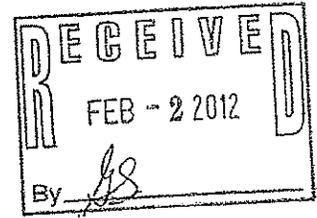
Mrs. Lisa Norman
Assistant Superintendent
Personnel Services

Dr. Maureen Lathan
Assistant Superintendent
Instructional Support Services

Mr. Wael Elatar
Assistant Superintendent
Business Services

January 31, 2012

City of Banning
Ms. Zai Abu Bakar
Community Development Director
PO Box 998
Banning, California 92220



Re: Circulation Element General Plan Amendment

Dear Ms. Bakar:

After reviewing the draft Initial Study for the amendment to the City of Banning's General Plan, the Beaumont Unified School District has no issue with the amendment as planned.

It is important that the District be informed regarding the commencement of any construction projects, which may impact the District and or its students in the future.

Please continue to inform us of the project as it progresses through the review and approval process.

Should you have any questions or concerns in this regard, please feel free to contact me directly.

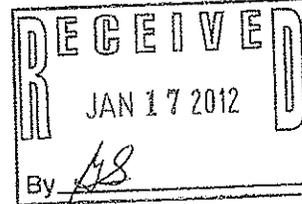
Sincerely,


Alice Grundman
Director of Facilities and Planning

ag/llt

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



January 10, 2012

Zai Abu Bakar, Community Development Director

City of Banning Community Development Department

99 E. Ramsey Street
Banning, CA 92220

Re: SCH#2012011008 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Circulation Element General Plan Amendment," located in the City of Banning; Riverside County, California

Dear Zai Abu Bakar:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. However, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a)

and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, if the project is under federal jurisdiction, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

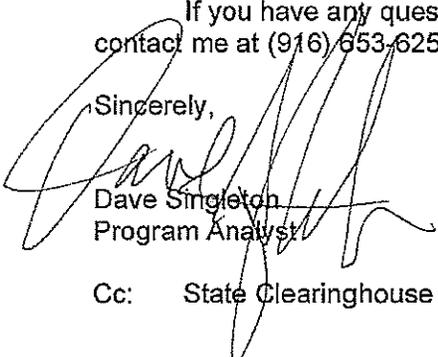
Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contacts
Riverside County
January 10, 2012

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Serrano Nation of Indians
Goldie Walker
P.O. Box 343 Serrano
Patton , CA 92369
(909) 862-9883

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
sestrada@
(951) 659-2700
(951) 659-2228 Fax

Cahuilla Band of Indians
Luther Salgado, Sr., , Chairperson
PO Box 391760 Cahuilla
Anza , CA 92539
tribalcouncil@cahuilla.net
915-763-5549

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning , CA 92220 Cahuilla
siva@dishmail.com
(951) 849-4676

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 849-8807
(951) 755-5200
(951) 922-8146 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012011008; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Circulation Element General Plan Amendment (GPA); City of Banning; Riverside County, California.

State Clearinghouse-OPR
1400 Tenth Street, Room 222
Sacramento, CA 95814

Beaumont Unified School District
400 Grace Avenue
Beaumont, CA 92223

Department of Transportation
CALTRANS District #8-Planning
464 W. Fourth Street/MS 726
San Bernardino, CA 92401-1400

Riverside County Clerk-Recorder
2720 Gateway Drive
Riverside CA 92501

Banning Public Library
21 W. Nicolet Street
Banning, CA 92220

SCAG
Eric Roth, Manager
Intergovernmental Review
818 West Seventh Street, 12th Floor
Los Angeles, CA 9017-3435

City of Beaumont Planning Dept
Attn: Ernie Egger
550 E. 6th Street
Beaumont, CA 92223

WRCOG
Attn: Rick Bishop
4080 Lemon Street, 3rd
Flr/MS1032
Riverside, CA 92501

City of Calimesa
Attn: Gus Romo, Director
Community Development Dept
908 Park Avenue
Calimesa, CA 92320

Eastern Information Center
Dept of Anthropology
University of California
Riverside CA 92521-0418

California Air Resources Board
1001 I Street
Sacramento CA 95812

Sierra Club / San Gorgonio Chpt
4079 Mission Inn Avenue
Riverside CA 92501

Riverside County Transportation
Commission- Anne Mayer
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

SCAQMD, Off of Plann & Rules
Attn: Steve Smith
21865 E. Copley Drive
Diamond Bar, CA 91765

Center for Biological Diversity
PMB 477
8033 Sunset Blvd
Los Angeles CA 90046

Supervisor Marion Ashley
5th Supervisorial District
4080 Lemon Street, 5th Floor
Riverside CA 92501

Riverside County Planning Dept.
Attn: Planning Director
4080 Lemon Street, 9th Flr
Riverside, CA 92501

Bldg Industry Association
Borre Winckel, Exec. Director
3891 11th Street
Riverside CA 92501

Riverside County Transp Dept
Attn: Director
4080 Lemon Street, 8th Flr
Riverside, CA 92502

Morongo Band-Mission Indians
Tribal Admin / Franklin Dancy
12700 Pumarra Road
Banning, CA 92220

Banning Unified School District
161 W. Williams Street
Banning, CA 92220

County of Riverside
Director – Environ Programs Dept
4080 Lemon Street, 12th Floor
Riverside CA 92502

County of Riverside
Director – Public Works Dept
4080 Lemon Street, 14th Floor
Riverside CA 92502

City of Banning
Duane Burk-Public Works Director
99 E. Ramsey Street
Banning CA 92220

State Clearinghouse-OPR
1400 Tenth Street, Room 222
Sacramento, CA 95814

Beaumont Unified School District
400 Grace Avenue
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818 West Seventh Street, 12th Floor
Los Angeles, CA 9017-3435

City of Beaumont Planning Dept
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550 E. 6th Street
Beaumont, CA 92223

WRCOG
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4080 Lemon Street, 3rd
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Riverside, CA 92501

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Attn: Gus Romo, Director
Community Development Dept
908 Park Avenue
Calimesa, CA 92320

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University of California
Riverside CA 92521-0418

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