1.1 PROJECT SUMMARY

The proposed Project site (hereinafter the "Butterfield Specific Plan" or "Project") consists of 20 existing legal lots, covering 1,522 acres, owned by Pardee Homes and an additional 21-acre lot owned by the Highland Springs County Club Owner's Association. The site is generally located north of I-10 Freeway within the northwestern portion of the City of Banning adjacent to the City of Beaumont and unincorporated areas of the County of Riverside, within the San Gorgonio Pass, an area that links the Riverside and Perris Valleys to the Coachella Valley; refer to Exhibit 3.0-1, *Regional Vicinity Map.* Specifically, the Project is located north of Wilson Street, east of Highland Springs Road, west of Highland Home Road, north and northwest of the present terminus of Highland Home Road, and south of the unincorporated portion of Riverside County, generally north of the extended alignment of Brookside Avenue into the San Bernardino Mountain foothills; refer to Exhibit 3.0-2, *Local Vicinity Map*. The Project site is generally surrounded by unincorporated Riverside County and portions of the San Bernardino Mountains to the north and northeast, Highland Home Road, and the Banning Bench to the east, the City of Beaumont and existing residential to the east and south, Wilson Street to the south, and Highland Springs Avenue and the City of Beaumont to the west. Regional access to the Project site is via I-10, located south of the Project site. The site is currently used for intermittent livestock grazing and has been extensively disturbed by periodic discing, grazing, and contour farming.

Prior to its acquisition by Pardee Homes, the Project site was owned and entitled for development by the Deutsch Corporation. The Deutsch Specific Plan was originally approved by the City of Banning in 1985 and later amended in 1993. In August 2007, Pardee Homes submitted an application for the proposed Project - a proposed comprehensive Specific Plan Amendment, which would amend and restate the existing Deutsch Property (Banning) Specific Plan.

The Butterfield Specific Plan proposes residential, potential golf course, parks, open space, school sites, and commercial uses similar to those proposed by the previously adopted Deutsch Specific Plan; refer to Exhibit 3.0-3, *Land Use Plan*. The total acreage proposed within the Specific Plan is 1,543 acres. A maximum of 5,387 dwelling units could be developed pursuant to the Plan, resulting in a gross density over the entire site of 3.5 du/ac.

The Project proposes a total of 937.4 acres (60.8 percent) of the Specific Plan area for residential development in Planning Areas which vary in density from 3 du/ac to 18 du/ac. The residential planning areas propose a mix of conventional single-family detached homes on lots anticipated to range in size from a minimum size of 2,000 square feet for medium-density residential to a minimum average of 10,000 square feet (SF) for some low-density residential areas. In addition, multifamily housing is proposed, and clustering of housing is permitted. The average overall gross residential density of the Project is 5.7 dwelling units per acre. Residential neighborhoods

of varying densities are located throughout the proposed Project. The Project includes a Commercial Overlay on portions of Planning Areas (PAs) 3, 4, 5, 26 and 27, which could replace up to 339 DU with up to 797,365 SF of commercial use.

The Butterfield Specific Plan proposes 36.0 acres (2.3%) of the Specific Plan for general commercial land use within Planning Area 17 and 18. With the Commercial Overlay described above, any portion of these Planning Areas (PAs 3, 4, 5, 26, and 27) could be used as general commercial land uses (as an expansion of the 23 acres provided within PA 18). Not knowing if any of these PAs may be ultimately developed as commercial uses, the Draft EIR analyzed the "worst-case" scenario of 88.3 acres (5.7%) of the Specific Plan for general commercial and use. However, it is highly unlikely that all of the Planning Areas within the Commercial Overlay would be developed over the entire 88.3 acres. If the Project Applicant opts to implement the Commercial Overlay within either PAs 3, 4, 5, 26, or 27, it would require an additional discretionary approval in the form of a Conditional Use Permit (CUP) and/or Planned Unit Development (PUD).

Through the CUP/PUD process a Traffic Validation Report (TRV) will be required to verify that the Project's total peak hour vehicle trips based on this alternative commercial use are consistent with the assumptions of the certified Specific Plan Traffic Impact Analysis.

The proposed commercial sites are anticipated to accommodate retail shops and services that would be available to residents of the proposed Project and surrounding areas. In addition, two approximately 11-acre elementary school sites are provided within the Specific Plan Project area within Planning Area 20 and 68.

The County Fire Department has indicated that an additional fire station may be required within the Butterfield development to ensure adequate provision of services and appropriate response times. Accordingly, a 1.6-acre fire station site is proposed in the southern portion of PA 60, which is otherwise designated for low-density residential development. Although the zoning exists throughout the Project to allow for a different location dependent on the needs of the Fire Department.

The Butterfield Specific Plan Open Space/Recreation component includes a potential public golf course, parks, natural and landscaped open space, and a multi-use basin/lake area in the north part of the Project. These uses total approximately 428.8 acres. A Community Center is also permitted in most of the PAs.

The Butterfield Specific Plan includes a planned backbone circulation system that would extend through the Project site and is designed to provide efficient internal circulation and appropriate linkages to the City's existing external circulation system. The proposed Project includes the development of the following on-site infrastructure systems to accommodate the needs of the Butterfield development: storm drainage including groundwater recharge, water, sanitary sewer, recycled water, and dry utilities (electricity, natural gas, etc). In addition to the facilities and improvements proposed on and immediately adjacent to the Project site, the following off-

site infrastructure improvements are proposed: circulation, water supply and distribution, recycled water, drainage and sewer system improvements.

The Butterfield Specific Plan would be developed in five primary phases over an estimated 30-year implementation period, assuming an average construction of 180 dwelling units per year. Associated infrastructure would be constructed incrementally to match the needs of development as it occurs. Mass grading of the Project site would take place in approximately four phases, combining development Phase 1 and 2 in the first mass grading phase. The development sequence is subject to change over time to respond to various factors including the cyclical nature of the housing market and other variations in demand. Individual Project Phases may overlap or be developed concurrently.

Project Phase 1 would include mass-grading of the entire golf course open space area (PAs 35 and 39) and those Planning Areas located in the southwestern corner of the Specific Plan "Phase IA" will consist of mass grading approximately 825 acres, as well as constructing the North Basin (PA 71) and Smith Creek drainage.

Within Phase 2, the Planning Areas within the southeastern corner of the Specific Plan will be developed.

Within Phase 3, the remaining Planning Areas between Brookside Ave/Highland Home Road and F Street (within the northwestern corner of the Specific Plan) will be developed. Additionally, the entirety of the North Loop Collector Street would be improved.

Within Phase 4, the Planning Areas to the east of Highland Home Road will be developed.

Within Phase 5, the planning areas north of Brookside Avenue (within the northernmost extent of the Specific Plan) will be developed.

The Project will require a variety of approvals from local, State and Federal agencies. The primary approvals (or certification) being sought at this time include a Specific Plan Amendment, General Plan Amendment and Zone Change, amendment to the existing Deutsch Specific Plan Environmental Impact Report, and amended and restated Development Agreement. The applicant anticipates submitting Tentative Tract Maps, rough grading plans, site plans and/or improvement plans for the initial project phase shortly after Specific Plan approval.

1.2 ENVIRONMENTAL IMPACT SUMMARY

The mitigation measures that follow have been updated from the previously adopted Deutsch Specific Plan Environmental Impact Report to reflect new information, changes in site conditions, new regulations and policies, and changes in the Project. The following mitigation measures replace the Deutsch Specific Plan Environmental Impact Report Mitigation Measures and comply with current regulations and professional standards.

Table 1.0-1: Environmental Impact Summary

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
Section 4.1 – Aesthetics, Light and Glare			
Project Impacts			
4.1-1	a) Would the proposed Project have a substantial impact on a scenic vista? and/or b) Would it substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	**AES -1:** Development or revegetation shall be initiated within three months following initiation of mass grading or clearing activities, where feasible, so as to limit the time graded surfaces remain in their exposed state, consistent with the Specific Plan's approved landscape design guidelines and landscape plans and the provisions of Title 18.15.020 of the City's *Municipal Code*. A Revegetation Plan, addressing interim revegetation during construction and for future development areas prior to buildout, shall be submitted for City review and approval as part of each grading permit application. **AES -2:** The faces of all slopes shall be prepared, protected and maintained to control erosion and to reduce the visual impacts of slope grading. Slopes in excess of ten feet in height shall be graded pursuant to City Code requirements. Devices or	Less than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		procedures for erosion protections shall be installed as prescribed by State law and regulations and Title 18 of the City's *Municipal Code* and shall be maintained in operable condition by the developer during the duration of the activity for which the grading permit was issued. The use of plastic sheeting for erosion control shall be avoided except where required in emergency conditions to prevent land slippage. Preferred means of erosion and sediment control on slopes and pads shall include hydromulching, placement of straw bales and wind fencing, and the use of straw blankets and similar devises. **AES -3:** The Project developer shall maintain the site free of debris, which shall be promptly removed from the site when found at least once a quarter and at least daily during construction, and the Project developer shall monitor the site at least once a quarter and at least daily during construction to protect the site from illegal dumping. **AES -4:** The Project developer and its successor(s) in interest inclusive of the HOA or Landscape Lighting and Maintenance District, if any, shall maintain perimeter walls, fencing, irrigation, and landscape in a satisfactory condition at all times. Parkways and other landscape features visible from the public right of way shall be maintained free of weeds and trash and graffiti shall be promptly removed. **AES-5:** Rough Grading Plans, including a sheet detailing the location of the construction staging, shall be approved by the City Engineer, prior to grading permit issuance. The sheet pertaining to the	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		construction staging shall include the following provisions: • The construction equipment and supply staging areas shall be at least 500 feet from the nearest residence off site. Staging areas shall be screened where feasible. • During construction and grading, the construction contractor shall keep the site clear of all trash, weeds, and debris. Compliance with this measure is subject to periodic City inspections. • The grading contractor shall minimize creation of large stockpiles of soil (in terms of height) to minimize visual impacts pursuant to the provisions of the grading and/or stockpile permit issued by the City Engineer pursuant to the provisions of MC Section 18.09, *Grading Permit Requirements*, and the requirements of the City Engineer. • All temporary security lighting shall be designed and located so as to avoid intrusive effects on adjacent properties. Proper lighting techniques to direct light onsite and away from other properties shall be required to reduce light and glare impacts (including directional lighting away from reflective surfaces, use of non-reflective glass, low-intensity lighting, use of lighting baffles, and use of appropriate types of lighting fixtures). **AES-6:** As part of the final design, improvement plan and grading plan review and approval process, the applicant shall design plans to preserve the existing oak tree along Highland Springs Avenue (or in the event preservation is not feasible, relocate or replace at	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		suitable size).	
4.1-2	Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?	**Refer to Mitigation Measures AES-2, 3, 5, and 6 above.** [The faces of all slopes shall be prepared, protected and maintained to control erosion and to reduce the visual impacts of slope grading. The Project developer shall maintain the site free of debris and illegal dumping, which shall be promptly removed from the site. Rough Grading Plans, including a sheet detailing the location of the construction staging, shall be approved by the City Engineer, prior to grading permit issuance. The applicant shall design plans to preserve (or in the event preservation is not feasible, to relocate or replace at suitable size) the existing oak tree along Highland Springs Avenue.]	Less than Significant with Mitigation Incorporated
4.1-3	Would the proposed project create a new source of substantial light or glare, which would adversely affect day and nighttime views in the area?	**Refer to Mitigation Measure AES 5.** [Rough Grading Plans, including a sheet detailing the location of the construction staging, shall be approved by the City Engineer, prior to grading permit issuance. Additionally, all temporary security lighting shall be designed and located so as to void intrusive effects on adjacent properties.] **AES-7:** Prior to issuance of building permits, architectural plans, including detailed lighting specifications, shall be submitted for the review and approval by the City of Banning Community Development Director. The specifications shall be consistent with lighting standards included in the Specific Plan and shall meet or exceed the lighting standards contained in the City's *Municipal Code.* The lighting plans must demonstrate the	Significant and Unavoidable

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		following to the satisfaction of the City of Banning Community Development Director: • Use of low-sodium lamps of 4,050 lumens or less where feasible, to provide for adequate public safety and security; • A lighting standard that is shielded to direct illumination downward and to limit casting light and glare on adjacent properties; • Exterior lighting, including street lights, landscape lighting, parking lot lighting, and lighting of the interior of parks and trails shall be sufficient to establish a sense of well-being for the pedestrian and sufficient to facilitate recognition of persons at a reasonable distance. Type (lighting standard) and placement of lighting shall be to the satisfaction of the Community Development Director or designee and shall be consistent with the requirements of the City's most current lighting ordinance and the standards of the Specific Plan ; • A minimum of one foot-candle at ground level overlap provided in all exterior doorways and vehicle parking areas, and on outdoor pedestrian walkways presented on a photometric plan; and • Outdoor light fixtures that are not covered by the Specific Plan's lighting standards shall be subject to the City of Banning *Municipal Code*.	
Section 4.1 – Aesthetics, Light and Glare			
Cumulative Impacts			

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Aesthetics	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as City of Banning and City of Beaumont General Plan EIR Mitigation Measures, in addition to current City codes (e.g., Chapter 17.08.240 – Site Planning, 18.12.180 – Hillside Grading, Chapter 18.12.040 – Grading Requirements – Landscape Architect, etc.) and design guidelines contained in this Specific Plan and other Specific Plan documents for nearby projects (e.g., Tournament Hills, Four Seasons, Oak Valley, Sundance, etc.). Refer to City of Banning General Plan EIR Visual Resources Mitigation Measures A, B, C, D, E, F, G, and H. Also, refer to Mitigation Measures AES-1 through AES-6.	Less than Significant with Mitigation Incorporated
	Light and Glare	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as City of Banning and City of Beaumont General Plan EIR Mitigation Measures, in addition to current City codes (e.g., Chapter 17.24.100 - Lighting, etc.) and design guidelines contained in this Specific Plan and Specific Plan and design guidelines for nearby projects. Refer to City of Banning General Plan EIR Visual Resources Mitigation Measures E and G. Also, refer to Mitigation Measure AES-7.	Significant and Unavoidable (Cumulative)
Section 4.2 – Agricultural Resources			
Project Impacts			
4.2-1	Would the project convert	None required.	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		
4.2-2	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?	None required.	Less Than Significant
4.2-3	Would the project 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?	None required.	Less Than Significant
Section 4.2 – Agricultural Resources			
Cumulative Impacts			

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Agricultural Resources	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as City of Banning and City of Beaumont General Plan EIR Mitigation Measures, in addition to Williamson Act requirements and City codes (Title 17). Refer to City of Banning General Plan EIR Land Use Mitigation Measure C.	Less than Significant
Section 4.3 – Air Quality			
Project Impacts			
4.3-1	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ-1:** Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, in accordance with SCAQMD Rule 402, the Applicant shall implement dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures are required: • All active portions of the construction site shall be watered at least twice daily to prevent excessive amounts of dust; • On-site vehicle speed shall be limited to 15 miles per hour; • All on-site roads shall be paved where feasible, watered as needed, or chemically stabilized; • Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;	Significant and Unavoidable

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		• All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; • Track-out devices shall be used at all construction site access points; • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; and • Replace groundcover on disturbed areas quickly. **AQ-2:** All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall coordinate with the appropriate City of Banning Engineer on hauling activities compliance. **AQ-3:** Prior to the issuance of building permits, the City building official shall confirm that construction plans and specifications include the following measures, which shall be implemented to reduce ROG emissions resulting from application of architectural coatings: • Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		• Coatings and solvents with a ROG content lower than required under Rule 1113 shall be used; • Construction and building materials that do not require painting shall be used to the extent feasible; and • Pre-painted construction materials shall be used to the extent feasible. **AQ-4:** Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. A set of maintenance records shall be provided to the City before grading commences. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction. **AQ-5:** Prior to issuance of any Grading Permit, the grading plan shall indicate dust management measures for review and approval by the City Engineer, to identify viable dust control measures and include a monitoring plan to be implemented throughout the construction phases of the Specific Plan. In accordance with the Specific Plan and City's *Municipal Code*, the dust management measures shall minimize wind-blown particles by including: a) All applicable mitigation measures identified in this EIR	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		(related to dust control) and otherwise required by the City or SCAQMD; b) An erosion and sediment control plan to minimize wind or waterborne transport of soil onto adjacent properties, streets, storm drains, or drainages; and c) A Revegetation Plan to address interim conditions between initial grading and final site development. The Revegetation Plan, although focused on the control of wind and water erosion, shall consider compatibility with fuel modification zone requirements, drought tolerant landscape requirements, and potential ongoing livestock grazing. Special techniques such as wind fences shall also be considered, to minimize surface soil and dust during high wind events. **AQ-6:** GPS-controlled "machine-guided grading", or other equivalent grading techniques, shall be incorporated into Project grading plans, subject to review and approval by the City Engineer. This technology will be utilized on mass grading activities where deemed feasible, and shall be used where feasible on subsequent rough or fine grading activities. **AQ-7:** The following measures shall be implemented during construction to substantially reduce NO_x related emissions. They shall be included in the Grading Plan, Building Plans, and specifications. • Off-road diesel equipment operators shall be required to shut down their engines rather than idle	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		for more than five minutes, and shall ensure that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation and SCAQMD Rule 2449. • The following note shall be included on all grading plans: "The City shall require construction contractors to utilize diesel powered construction equipment that meets EPA-Certified Tier III emissions standards, or higher according to the following:: • January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards at a minimum. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm" • The contractor and applicant, if the applicant's equipment is used, shall maintain construction equipment engines by keeping them tuned and regularly serviced to minimize exhaust emissions. • Low sulfur fuel for stationary construction equipment shall be required. This is required by SCAQMD Rules 431.1 and 431.2.	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		• Existing power sources (i.e., power poles) shall be used when available. • Construction parking shall be located on-site where possible and shall be configured to minimize traffic interference. • Obstruction of through-traffic lanes shall be minimized by providing temporary traffic controls such as flag persons, cones and/or signage during all phases of construction when needed to maintain smooth traffic flow. Construction shall be planned so that lane closures on existing streets are kept to a minimum. • Construction operations affecting traffic shall be scheduled for off-peak hours to the extent feasible. • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan shall specify the times during which construction activities will occur and particular times when travel lanes cannot be blocked (e.g., peak traffic periods as directed by the affected City Engineer). The plans shall provide details regarding the placement of traffic control, warning devices and detours. As a supplement to the traffic plan, the construction contractor shall coordinate with the affected agency to determine the need for a public information program which would inform area residents, employers and business owners of the details concerning construction schedules and expected	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		travel delays, detours, and blocking of turning movements lanes at intersections. The public information programs could utilize various media venues (e.g., newspaper, radio, television, telephone hot lines, internet website, etc.) to disseminate information such as: • Overview of project information • Weekly updates on location of construction zones; • Identification of street(s) affected by construction; • Times when construction activities will occur and when traffic delays, and blockage of intersection turning movements can be expected; and • Identification of alternate routes which could be use to avoid construction delays. **Also, refer to Mitigation Measures GHG-1 through GHG-2.** [Tract maps, building permits, improvement plans, landscape plans and/or grading plans shall require green building practices, such as water conservation measures (e.g., California Energy Conservation compliant fixtures, low-flush toilets, weather-based computerized irrigation systems, drought-tolerant vegetation, public information for residence regarding low-water landscaping, pool covers), energy, water, and recycling measures (e.g., energy-efficient appliances and indoor lighting, water-efficient plumbing and smart controllers for landscaping, and integrated recycling in residential home design, carbon sequestration, green education programs, energy-efficient outdoor lighting and pool pumps and motors, and preferred parking	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		for EVs and CNG vehicles and charging facilities), solid waste measures (e.g., reuse and recycle construction and demolition, interior and exterior storage areas for recyclables and green waste), and transportation and motor vehicle measures (e.g., limited idling requirements, ride share programs, adequate bicycle parking). The Specific Plan shall also allow for rooftop solar on all structures, electric vehicle charging stations at commercial, park, golf course, multifamily residential and school areas, and hydrogen vehicle fueling stations within the Commercial zones.]	
4.3-2	Would the project expose sensitive receptors to substantial pollutant concentrations?	None required.	Less Than Significant
4.3-3	Would the project conflict with or obstruct implementation of the applicable air quality plan?	**Refer to Mitigation Measures AQ-1 through AQ-7.** [Grading Plans, Building Plans, and specification shall stipulate that excessive fugitive dust shall be controlled by regular watering. In addition, SCAQMD Rule 402 requires implementation dust suppression techniques to prevent fugitive dust. All haul trucks shall prevent excavated and graded materials from spilling onto public roadways. Construction plans shall be implemented to reduce ROG emissions resulting form application of architectural coatings. Ozone precursor emission form construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune. The Grading Plans shall indicate dust management measures to minimize wind-blown particle. GPS-controlled "machine-guided grading" or other equivalent grading techniques shall be	Criteria 1: Significant and Unavoidable with Mitigation Incorporated Criteria 2: Less than Significant with Mitigation

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		incorporated into Project grading plans. Grading Plans, Buildings Plans and specifications shall require measures during construction to substantially reduce NO_x related emissions (e.g., reduced idle times, use of existing power sources, minimization of obstruction of through-traffic lanes, etc.).] **Also, refer to Mitigation Measures GHG-1 through GHG-3.** [Tract maps, building permits, improvement plans, landscape plans and/or grading plans shall require green building practices, such as water conservation measures (e.g., California Energy Conservation compliant fixtures, low-flush toilets, weather-based computerized irrigation systems, drought-tolerant vegetation, public information for residence regarding low-water landscaping, pool covers), energy, water, and recycling measures (e.g., energy-efficient appliances and indoor lighting, water-efficient plumbing and smart controllers for landscaping, and integrated recycling in residential home design, carbon sequestration, green education programs, energy-efficient outdoor lighting and pool pumps and motors, and preferred parking for EVs and CNG vehicles and charging facilities), solid waste measures (e.g., reuse and recycle construction and demolition, interior and exterior storage areas for recyclables and green waste), and transportation and motor vehicle measures (e.g., limited idling requirements, ride share programs, adequate bicycle parking). The Specific Plan shall also allow for rooftop solar on all structures, electric vehicle charging stations at commercial, park, golf course, multifamily residential and school areas, and hydrogen vehicle fueling stations within the Commercial zones. Lastly, tract maps, grading plans, site plans, and/or improvement plans shall indicate appropriate transit provisions along arterial streets, including bus stops.]	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
4.3-4	Would the project result in the creation of objectionable odors affecting a substantial number of people?	**Refer to Mitigation Measure AQ-7.** [Grading Plans, Buildings Plans and specifications shall require measures during construction to substantially reduce NO_x related emissions (e.g., reduced idle times, use of existing power sources, minimization of obstruction of through-traffic lanes, etc.).] **AQ-8** Construction and implementation of the wastewater treatment plan shall require a Conditional Use Permit (CUP) to be approved by the City of Banning, as well as design review of the proposed site plan and building architecture, landscaping and lighting.	Less Than Significant with Mitigation Incorporated.
Section 4.3 – Air Quality			
Cumulative Impacts			
	Air Quality	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with existing regulations (i.e., National Ambient Air Quality Standards, California Ambient Air Quality Standards), City of Banning and City of Beaumont General Plan EIR Mitigation Measures, the SCAQMD *2007 Air Quality Management Plan for the South Coast Basin*, SCAG *Regional Comprehensive Plan and Guide*, permit conditions, and mitigation measures. Refer to City of Banning General Plan EIR Air Quality Mitigation Measures A, B, C, E, F, G, H, I, J, K, M, O, P, Q, R, S, and T.	Significant and Unavoidable (Cumulative)

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		Also, refer to Mitigation Measures AQ-1 through AQ-8.	
Section 4.4 – Biological Resources			
Project Impacts			
4.4-1	Would the Project 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 (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	**BIO-1** Prior to the commencement of grading during the nesting season (approximately mid-February through mid-August), all suitable habitat shall be surveyed for the presence of nesting birds by a qualified biologist prior to site disturbance. Should any active nests be located, construction must comply with Migratory Bird Treaty Act requirements, including an adequate construction buffer around active nests or avoiding construction during the nesting season if an adequate buffer is infeasible. **BIO-2** A preconstruction clearance survey for burrowing owl will be performed within 30 days prior to ground disturbance in potentially suitable habitat within the site, pursuant to CDFG protocols. The preconstruction survey will include a 300-foot buffer if between February 1 and August 31 (nesting season) and a 100-foot buffer if outside of this period. If owls are found within the survey area during the nesting season, construction activities will not occur within 300 feet of the occupied burrows until nesting is completed. A qualified biologist must confirm that the nesting effort has been completed prior to the removal of the work buffer restriction. If owls are found within the disturbance footprint outside of the February 1 through August 31 period, passive relocation (e.g. use of one way doors and collapse of burrows) will occur. These surveys and mitigation for burrowing owl are consistent with Section 6.3.2, *Additional*	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		Survey Needs and Procedures of the MSHCP.	
4.4-2	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS? and Would the Project 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?	**BIO-3** The applicant shall provide compensatory mitigation for the temporary disturbance to CDFG jurisdictional waters, which includes approximately 0.41 acre of vegetated riparian habitat, and the temporary disturbance to Regional Board and Corps jurisdiction, none of which consists of jurisdictional wetlands: The mitigation requirements will be determined through applicable regulatory permitting programs of CDFG, RWQCB, and USACE, and shall consist of minimum1:1 mitigation primarily through onsite restoration within the Smith Creek drainage and other onsite areas, which will be performed concurrently with development of the golf course (PAs 35 and 39) or alternative uses within these PAs, include various combinations of parks, trails, native habitat, drainage facilities, water quality improvements, groundwater recharge areas, and wetland mitigation areas.	Less Than Significant with Mitigation Incorporated
4.4-3	Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural	**Refer to Mitigation Measures BIO 1 through BIO-3.** [Prior to the commencement of grading, all suitable habitat shall be surveyed for the presence of nesting birds. In addition, a preconstruction clearance	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	survey for burrowing owl will be performed. The applicant shall provide compensatory mitigation for the temporary disturbance of CDFG, RWQCB, and USACE jurisdictional waters which include approximately 0.41 acres of vegetated riparian habitat.] **BIO-4** Prior to the issuance of the grading permits the developer shall complete and submit all required protocol and habitat assessment studies required to demonstrate compliance with the MSHCP. Specifically, a DBESP (Determination of Biologically Equivalent or Superior Preservation), following approval of all required permits for the CDFG and USACE, shall be prepared, which shall be reviewed by the CDFG and USFWS and approved by City staff, in compliance with Section 6.1.2 of the MSHCP. The applicant shall implement the approved DBESP as a condition of the issuance of a grading permit and comply with all biological mitigation measures contained within the DBESP. **BIO-5** The following mitigations shall be incorporated into the construction plans and specifications to minimize any potentially adverse construction impacts: • Construction areas will be watered regularly to control dust and minimize impacts to adjacent vegetation and wildlife habitat. • Short-term stream diversions will be accomplished by use of gravel bags or other methods that will result in minimal in-stream impacts. Short-term diversions will be evaluated through the riparian/riverine component of	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		the MSHCP Consistency analysis (Section 6.1.2) (refer to Mitigation Measure BIO-4) which will require a DBESP analysis to be prepared. In addition the 401, 404, and 1602 permitting processes will evaluate short-term impacts relative to stream diversions. All biological mitigation measures contained within the 401, 404 and 1602 approval conditions and DBESP shall be implemented pursuant to BIO-3 and BIO-4, respectively, which typically require 1:1 onsite restoration. Any mitigation beyond the 1:1 restoration of the original stream will be mitigated onsite through negotiations with CDFG, RWQCB, and USACE. • Equipment storage, fueling and staging areas will be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types. • The limits of jurisdictional disturbance, including the upstream, downstream along Smith Creek and lateral extents that are tributaries to Smith Creek, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities. • During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by Covered Species that are outside of the Project footprint will be avoided. • Exotic, weedy plant species removed during construction will be properly handled to prevent	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		sprouting or re-growth. • Waste, dirt, rubble, or trash shall not be deposited in a conservation area or on native habitat.	
Section 4.4 – Biological Resources			
Cumulative Impacts			
	Biological Resources	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with existing regulations (i.e., City of Banning and Beaumont General Plan EIR Mitigation Measures, Migratory Bird Treaty Act, Clean Water Act, Federal Endangered Species Act, State Porter-Cologne Act, California Department of Fish and Game Code, City code, and the Riverside County MSHCP), permit conditions, and mitigation measures BIO-1 through BIO-5. Refer to City of Banning General Plan EIR Biological Resources Mitigation Measures A, C, D, E, I, and K. Also, refer to Mitigation Measures BIO-1 through BIO-5.	Less than Significant with Mitigation Incorporated
Section 4.5 – Climate Change			
4.5-1	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	GHG emissions have the potential to adversely affect the environment because they contribute, on a cumulative basis, to global climate change. The construction and operation of the Project would contribute incrementally to GHG emissions. Therefore, project impacts of GHG emissions are analyzed on a cumulative basis. **GHG-1** Prior to the issuance of building permits, the following measures shall be reflected on applicable tract maps, building permits,	Potentially Significant and Unavoidable with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		improvement plans, landscape plans and/or grading plans: **a) Green Building Practices** **1) Water Conservation** – All appliances such as showerheads, lavatory faucets and sink faucets shall comply with efficiency standards set forth in Title 20, California Administrative Code Section 1604(f). Title 24 of the California Administrative Code Section 1606(b) prohibits the installation of fixtures unless the manufacturer has certified to the California Energy Conservation compliance with the flow rate standards. **2) Water Conservation** – Low-flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and the County Green Building Ordinance [as applicable in Riverside County]. **3) Water Conservation** – All common area irrigation areas shall be capable of being operated by a computerized irrigation system which includes an on-site weather station/ET gage capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. All common area irrigation controllers shall also include a rain-	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		sensing automatic shutoff. **4) Water Conservation –** Common-area landscaping shall emphasize drought-tolerant vegetation. Plants of similar water use shall be grouped to reduce over-irrigation of low-water-using plants. Those areas not designed with drought-tolerant vegetation shall be gauged to receive irrigation using the minimal requirements. **5) Water Conservation –** Residential occupants shall be informed as to the benefits of low-water-using landscaping and sources of additional information related to water conservation documents. **6) Water Conservation –** Community Center or Recreational Facilities with a pool amenity shall be conditioned to provide and use a pool cover to reduce water evaporation and retain heat. **7) Water Conservation –** Water conservation standards shall be noted in the Tier 1 measures of the 2010 California Green Building Standards. **8) Energy, Water, and Recycling –** **The builder shall be conditioned to provide the following**: • Energy efficient appliances; • Energy efficient indoor lighting	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		• Water efficient smart controllers for landscaping • Water efficient plumbing in all buildings • Integrate recycling into residential home design. Create areas in the home to promote recycling (additional trash cans in cabinets, etc.) • Energy Efficiency standards shall be as noted in the Tier 1 measures of the 2010 California Green Building Standards. **9) Carbon Sequestration** – The builder shall plant an average of approximately 40 trees per landscaped acre (where landscaping is provided) as a means to capture (sequester) carbon dioxide emissions and to provide shade to the buildings, which can decrease the need for air conditioning. **10) Green Education Program** - In order to increase awareness of green building practices and to promote water and energy conservation, the builder(s) shall develop and implement a green educational program. The program shall include but not necessarily be limited to a pamphlet that educates and promotes conservation practices that homeowners can implement, with specific guidance on landscaping with drought tolerant plants, use of efficient irrigation systems, compact florescent lighting, and other measures that help lower GHG emissions. **11) Energy Efficient Outdoor Lighting** – Lighting for public streets, parking areas, and recreation areas shall utilize energy efficient light and mechanical, computerized or photo cell	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		switching devices to reduce unnecessary energy usage. **12) Energy Conservation** – Community Center or Recreational Facilities with a pool amenity shall be conditioned to install energy-efficient pumps and motors, such as variable speed motors. **b)** ***Solid Waste Measures*** 1) Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). 2) Shall comply with state model ordinance AB 1327, Chapter 18 California Solid Water Reuse and Recycling Access Act of 1991, which requires interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. ***c) Transportation and Motor Vehicles*** 1) Limit idling time for commercial vehicles, including delivery and construction vehicles, pursuant to applicable SCAQMD and City requirements. 2) Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		site or message board for coordinating rides. The actual percentage of potential ride sharing vehicle spaces will be determined in coordination with the City Planning Director or designee based on square footage and use type (e.g., shopping center, office, fitness center, etc.) prior to approval of a site plan within the commercial land use Planning Areas. 3) Provide adequate bicycle parking near non-residential building entrances to promote cyclist safety, security, and convenience. Provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking). 4) All golf carts and Neighborhood Electric Vehicles (NEVs) shall be electrical powered only. **GHG-2** The Butterfield Specific Plan shall be conditioned to allow the following uses (as reflected on future tract maps and commercial site plans), to further promote renewable energy resources, including: a) Allowing rooftop solar on all structures, subject to City Municipal Code and related building permit provisions; b) Allowing electric vehicle charging stations at all commercial, park, golf course, multi-family residential, and school areas, subject to a Conditional Use Permit; and	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		c) Allowing hydrogen vehicle fueling stations within the Commercial zone, subject to a Conditional Use Permit. **GHG-3** As part of future tract map, grading plan, site plan and/or improvement plan submittals, the Applicant shall idenfity bus stop provisions along arterial streets, through consultation with the City Engineer and Banning Pass Transit, including stops on Highland Springs Road, Wilson Street, Highland Home Road, and F Street as determined appropriate. The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as City of General Plan EIR Mitigation Measures regarding air quality. Refer to City of Banning General Plan EIR Air Quality Mitigation Measures A, B, C, G, H, I, J, K, M, O, Q, R, S, and T.	
4.5-2	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**Refer to Mitigation Measures GHG-1 through GHG-3 above.** Refer to City of Banning General Plan EIR Air Quality Mitigation Measures A, B, C, G, H, I, J, K, M, O, Q, R, S, and T.	Potentially Significant and Unavoidable with Mitigation Incorporated
Section 4.6 – Cultural Resources			
Project Impacts			
4.6-1	Would the project directly	**CUL - 1:** The Project Applicant shall prepare a paleontological resource	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	or indirectly destroy a unique paleontological resource or site or unique geologic feature?	impact mitigation program (PRIMP) for the grading and excavation phase of the Project, including both on- and off-site activities. The PRIMP shall be submitted for review and approval prior to issuance of any grading permit, and shall conform to the guidelines of the County of Riverside and the Society of Vertebrate Paleontology; including the following: • A trained paleontological monitor shall be present during initial mass grading or deep trenching activities within the Project in sediment areas determined likely to contain paleontological resources. If paleontological resources are located within excavation, the monitoring program will change to full-time. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.	with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		• All fossils collected during the Project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.	
4.6-2	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	**CUL-2:** Prior to the issuance of a grading permit, an archaeological resource monitoring plan shall be developed by a qualified archaeologist. This plan shall include a grading observation schedule, to be maintained when initial mass grading occurs in upper soils, to identify and further evaluate any cultural resources that may be discovered in the Project area. A qualified archaeologist shall be retained to attend pre-grading meetings and to monitor earth moving activities, including clearing, grubbing, cutting, and trenching at the site. The archaeologist shall carefully inspect these areas to assess the potential for significant prehistoric or historic remains. If potential archaeological and historical resources are uncovered, the construction contractor shall cease grading	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		operations in the vicinity of the find until further evaluation is undertaken to assess the discovery. Further subsurface investigation may be needed if the resource is determined unique or important for its prehistoric or historic information. **CUL-3**: All earthmoving activity occurring within 30 meters of the on-site refuse scatter (LSA-PDH0601-H-2) shall be monitored by a qualified archaeologist. If archaeological remnants are discovered during monitoring, the archaeologist shall have the authority to divert construction in order to assess the significance of the find. Remnants shall be properly evaluated, documented, and deposited as applicable, consistent with State and local protocols.	
4.6-3	Would the project cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	**Refer to Mitigation Measure CUL-3.** [All earthmoving activity occurring within 30 meters of the onsite refuse scatter shall be monitored by a qualified archaeologist. If remnants are discovered, the archaeologist shall have the authority to divert construction, and remnants shall be evaluated, documented and deposited.]	Less Than Significant with Mitigation Incorporated
4.6-4	Would the project result in the disturbance of any human remains, including those interred outside of	**Refer to Mitigation Measure CUL-2.** [Prior to the issuance of a grading permit, an archaeologist resource monitoring plan shall be developed by a qualified archeologist, and shall	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	formal cemeteries?	include a grading conversation schedule for initial mass grading of upper soils.] **CUL-4**: If previously unknown cultural resources, including human remains, are identified during grading activities, a qualified archaeologist shall be retained to assess the nature and significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	
Section 4.6 – Cultural Resources			
Cumulative Impacts			
	Cultural Resources	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with the National Historic Preservation Act, City of Banning and City of Beaumont General Plan EIR Mitigation Measures, City code (i.e., Chapter 17.24.070 -	Less than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		Environmental Resources/Constraints), permit conditions, and mitigation measures. Refer to City of Banning General Plan EIR Cultural Resources Mitigation Measures A and B. Also, refer to Mitigation Measures CUL-1 through CUL-4.	
Section 4.7 – Geology, Soils, and Seismicity			
Project Impacts			
4.7-1	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **i)** Rupture of a known earthquake faults, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, or a County of Riverside designated Fault	**GEO-1:** All structures on the Project site shall be constructed pursuant to the most current applicable seismic standards, as determined by the City as part of the tract map, grading plan, and building permit review processes, with building setbacks as recommended by the Project's Seismic Hazard Analysis (Geocon 2005). Design criteria developed for Project structures shall also be based on the most current standards of practice and design parameters suggested by the Structural Engineers Association of California based on the recommendations and amendments to the CBC by the Division of State Architect for specific types of buildings and occupancies. **GEO-2:** A detailed analysis of site geotechnical conditions, field investigation and slope stability analyses shall be conducted as 40-scale grading plans for mass and fine grading are prepared in the course of the phased development of the Project site. These studies shall be submitted to the City Building Department or Building Official, and their recommendations incorporated into	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Hazard Area, or a County of Riverside designated Potential Fault Hazard Area? Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **ii)** Strong seismic ground shaking? Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **iii)** Seismic-related ground failure, including liquefaction; subsidence, and	Project design to the satisfaction of the City Engineer, prior to the issuance of any grading permits, including those for mass grading, in areas where slopes of 10 feet or more in height are anticipated and/or where evidence of debris flows or past landslides is found. **GEO-3** The Project site shall be constructed pursuant to the following mitigation measure contained in the City of Banning General Plan EIR, Geotechnical Element: • During the site grading, all existing vegetation and debris shall be removed from areas that are to receive compacted fill. Any trees to be removed shall have a minimum of 95 percent of the root systems extracted. Man-made objects shall be over excavated and exported from the site. Removal of unsuitable materials may require excavation to depths ranging from 2 to 4 feet or more below the existing site grade. • All fill soil, whether on site or imported, shall be approved by the individual Project soils engineer prior to placement as compaction fill. All fill soil shall be free from vegetation, organic material, cobbles and boulders greater than 6 inches in diameter, and other debris. Approved soil shall be placed in horizontal lifts or appropriate thickness as prescribed by the soils engineer and watered or aerated as necessary to obtain near-optimum moisture-content. • Fill materials shall be completely and uniformly	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	lateral spreading? Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **iv)** Landslides?	compacted to not less than 90 percent of the laboratory maximum density, as determined by American Society for Testing and Materials (ASTM) Test Method D-1557-78, or equivalent test method acceptable to the City Building Department. The project soils engineer shall observe the placement of fill and take sufficient tests to verify the moisture content, uniformity, and degree of compaction obtained. In-place soil density should be determined by the sand-cone method, in accordance with ASTM Test Method D1556-64 (74), or equivalent test method acceptable to the City Building Department. • Finish cut slopes generally shall not be inclined steeper than 2:1 (horizontal to vertical). Attempts to excavate near-vertical temporary cuts for retaining walls or utility installation in excess of 5 feet may result in gross failure of the cut and may possibly damage equipment and injure workers. All cut slopes must be inspected during grading to provide additional recommendations for safe construction. • Finish fill slopes shall not be inclined steeper than 2:1 (horizontal to vertical). Fill slope surfaces shall be compacted to 90 percent of the laboratory maximum density by either overfilling and cutting back to expose a compacted core or by approved mechanical methods. • Foundation systems that utilize continuous and spread footings are recommended for the support of	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		one- and two-story structures. Foundations for higher structures must be evaluated based on structure design and on-site soil conditions. • Retaining walls shall be constructed to adopted building code standards and inspected by the Building Inspector. • Positive site drainage shall be established during finish grading. Finish lot grading shall include a minimum positive gradient of 2 percent away from structures for a minimum distance of 3 feet and a minimum gradient of 1 percent to the street or other approved drainage course. • Utility trench excavations in slope areas or within the zone of influence of structures should be properly backfilled in accordance with the following: (a) Pipes shall be bedded with a minimum of 6 inches of pea gravel or approved granular soil. Similar material shall be used to provide a cover of at least 1 foot over the pipe. This backfill shall then be uniformly compacted by mechanical means or jetted to a firm and unyielding condition. (b) Remaining backfill may be fine-grained soils. It shall be placed in lifts not exceeding 6 inches in thickness or as determined appropriate, watered, or aerated to near	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		optimum moisture content, and mechanically completed to a minimum of 90 percent of the laboratory maximum density. (c) Pipes in trenches within 5 feet of the top of slopes or on the face of slopes shall be bedded and backfilled with pea gravel or approved granular soils as described above. The remainder of the trench backfill shall comprise typical on-site fill soil mechanically completed as described in the previous paragraph.	
4.7-2	Would the project result in substantial soil erosion or the loss of topsoil?	None	Less Than Significant
4.7-3	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as the result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	**Refer to Mitigation Measure GEO-2.** [A detailed analysis of site geotechnical conditions, field investigation and slope stability analyses shall be conducted as 40-scale grading plans for mass and fine grading are prepared in the course of the phased development of the Project site. These studies shall be submitted to and approved by the City Building Department or Building Official, and their recommendations incorporated into Project design to the satisfaction of the City Engineer, prior to the issuance of any grading permits, including those for mass grading, in areas where slopes of 10 feet or more in height are anticipated and/or where	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		evidence of debris flows or past landslides is found.]	
4.7-4	Would the project 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 or on soils with an expansion index greater than 20 percent?	None required.	Less Than Significant
Section 4.7 – Geology, Soils, and Seismicity			
Cumulative Impacts			
	Geology, Soils, and Seismicity	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with the 2010 California Building Code and 2010 California Residential Code, Alquist-Priolo Earthquake Fault Zoning Act, City code (i.e., Title 18), permit conditions, and mitigation measures. Refer to City of Banning General Plan EIR Geology and Soils Mitigation Measures A, B, H, J, R, S, T, U, V, W, X, and Y. Also, refer to Mitigation Measures GEO-1 through GEO-3.	Less than Significant with Mitigation Incorporated
Section 4.8 – Hazards and Hazardous Materials			
Project Impacts			
4-8-1	Would the Project create a	**HAZ-1:** The grading plans shall indicate methods to address potential	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	contamination discovered during construction, as well as safety considerations for on-site construction personnel and the general public. Details of the plan shall include, but not be limited, to the following: • Procedures for identification of contaminated soil during earthmoving operations; • Immediate measures to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment; and • Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the local environmental health officials and the City's construction inspector(s) immediately following identification of previously unknown contamination within the construction area. In the event hazardous substances are encountered during site grading, work shall immediately cease in the area and the property owner/developer shall retain a qualified hazardous materials engineer to assess the impacts and prepare a response plan using risk-based cleanup standards applicable to residential land use. Upon approval of the response plan by the Fire Department or other agency, as	with Mitigation Incorporated

[1] California Stormwater Quality Association, 2009 Construction BMP Handbook, 2010, accessed from *https://www.casqa.org/casqastore/entitiy/tabid/169/c-4-best-management-practice-bmp-handbooks.aspx* 3.10.11

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		applicable, the engineer shall obtain any required permits, oversee the removal of such features and/or conduct the response work to the satisfaction of the Fire Department or other agency, as applicable, until closure status is attained. **HAZ-2:** As part of construction specifications, procedures for the fueling and maintenance of construction vehicles shall be required to minimize the potential for accidental release of hazardous materials. This shall include locating refueling and maintenance areas minimum of 500 feet from occupied residential uses. Drip plans shall be placed under motorized equipment when parked on the site to prevent soil contamination from dripping oil or other fluids. **HAZ-3** Hazardous construction waste management practices are to be implemented pursuant to the Best Management Practices contained in the California Stormwater BMP Handbook (2009)[1] and shall include the following: 1. All hazardous construction wastes as defined by Title 22 Division 4.5, or listed in 40 CFR Pars 110, 117, 261, or 302, including but not limited to petroleum products, concrete curing compounds, palliatives, septic wastes, stains, wood preservatives, asphalt products, pesticides, acids, paints, solvents, roofing tar, sandblasting grid mixed with lead-, cadmium-, or chromium based paints, asbestos, or PCBs, that cannot be reused or recycled shall be disposed of by a licensed	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		hazardous waste hauler. 2. Wastes shall be stored in sealed containers constructed of suitable material and shall be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172, 173, 178, and 179. 3. Waste containers shall be stored in temporary containment facilities that should comply with the following requirements: a. Temporary containment facility shall provide for a spill containment volume equal to 1.5 times the volume of all containers able to contain precipitation from a 25 year storm event plus the greater of 10 percent of the aggregate volume of all containers or 100 percent of the largest tank within its boundary, whichever is greater. b. Temporary containment facility shall be impervious to the materials stored there for a minimum contact time of 72 hours. c. Temporary containment facilities shall be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be placed into drums after each rainfall. These liquids shall be handled as a hazardous waste unless testing determines them to be non-	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		hazardous. d. Sufficient separation shall be provided between stored containers to allow for spill cleanup and emergency response access. e. Incompatible materials such as chlorine and ammonia shall not be stored in the same temporary containment facility. d. Throughout the rainy season, temporary containment facilities shall be covered during non-working days and prior to rain events. 4. Storage drums shall not be overfilled and wastes should not be mixed. 5. Unless watertight, containers of dry waste shall be stored on pallets. 6. Herbicides and pesticides shall not be over used. Only the amount needed shall be prepared. Apply surface dressings in several small applications as opposed to one large application. Allow time for infiltration and avoid excess material being carried off-site by runoff. Do not apply such chemicals immediately prior to rain events. All persons applying pesticides must be certified in accordance with federal and State regulations. 7. Paint brushes and equipment for water and oil based pants should be cleaned within a contained area and shall not be allowed to contaminate soil, watercourses	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		or drainage systems. Waste paints, thinners, solvents, residues, and sludges that cannot be recycled or reused shall be disposed of as hazardous waste by a licensed hazardous waste hauler. 8. Hazardous waste storage areas on-site shall be located away from storm drains or water courses and way from moving vehicles and equipment to prevent accidental spills. 9. Containment berms shall be used in fueling and maintenance areas and where the potential for spills is high. 10. Potentially hazardous waste shall be segregated from non-hazardous construction site debris. 11. Liquid or semi-liquid hazardous materials shall be stored in appropriate containers and under cover. 12. Hazardous waste collection sites shall be designated on-site away from watercourses and drainage systems, and shall be clearly labeled. 13. Hazardous materials shall be stored in containers and protected from vandalism. 14. All employees and subcontractors shall receive on-site training in hazardous waste storage and disposal procedures. 15. Areas treated with chemicals shall be identified with	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		appropriate warning signage 16. Place a stockpile of spill clean-up materials where it will be readily accessible 17. Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are underway, BMPs shall be inspected on a weekly basis. 18. A copy of hazardous waste manifests shall be maintained on-site for access by City inspectors.	
4.8-2	Would the Project create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**HAZ-4** The abandoned well identified in the 2007 Converse Consultant's Technical Memorandum for the Butterfield Specific Plan shall be properly capped and any associated pipeline abandoned and/or removed from the site pursuant to applicable State and federal Guidelines. **HAZ-5** Prior to issuance of grading permits, the following remediation efforts shall occur: • The batteries, auto parts, tires and the diesel engine observed on the concrete pad next to the well and any associated fuel sources shall be removed and disposed of in compliance with all applicable regulations by waste haulers certified by the State for the handling and disposal of such wastes; • Piles of asphalt debris and inert trash observed in various locations throughout the property shall be	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		removed following their inspection by a hazardous waste consultant and, if required, by a cultural resource consultant, and the material removed and disposed of pursuant to all applicable laws and regulations. • Prior to the removal of any potentially hazardous debris, additional environmental assessment and testing shall be completed pursuant to the recommendations of a certified environmental consultant and appropriate methods of handling and disposal shall be identified and implemented pursuant to existing (or then current) regulations and procedures for any particular hazardous waste or toxic material identified. **HAZ-6** The contractor shall ensure that precautions are taken to avoid the Southern California Gas Company pipeline observed crossing the property diagonally from the west-center of the Project site to the southeast corner and that may be present along the alignments of the proposed off-site infrastructure. Such precautions shall include calling Dig Alert prior to any construction activity to determine and mark the exact location of this pipeline and close coordination with Southern California Gas Company to ensure that appropriate measures are taken by SCGC, including potential reduction in pressure and on-site monitoring, to protect both workers and the pipeline from accidental damage during grading activities. The appropriate identification and setbacks shall be maintained in order to ensure the safety of adjacent properties.	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		HAZ-7: The Applicant shall ensure that the existing high pressure gas line is replaced by the operator with pipeline that is PUC-rated for location in residential areas. Replacement of the pipeline and required relocation shall occur prior to trenching for sewer, water and storm drain within 25 feet of the outer edge of the pipeline easement and/or prior to the issuance of building permits for residences located within 100 feet of the ultimate pipeline alignment and prior to the paving of any roads within the pipeline alignment. Unless directed otherwise by the PUC, wet utility crossings shall observe a minimum ten-foot vertical separation and ten-feet of horizontal separation from the pipeline, to the extent feasible given the needed depth of utility services. Undergrounded electrical services shall observe a minimum 10 foot horizontal separation from the pipeline. The location of the pipeline shall be indicated with appropriate curbside notation and/or monuments at minimum 50-foot intervals along its route and by ground-level monumentation through the golf course, or at intervals required by the PUC. **HAZ- 8** A permit shall be obtained from the Riverside County Fire Department (Banning Services Unit) and, if required, from the County Department of Environmental Health, prior to installation of any temporary above ground fuel storage tank on the Project site. • A hazardous materials business plan consisting of an owner/operator page, a chemical description/inventory page, and a site map must be submitted with the	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		application for permit. • The storage area shall be kept free of weeds and extraneous combustible material. • Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be submitted with the tank plans. • The tank shall be kept 50 feet from buildings and conspicuously marked with the name **DIESEL** and **COMBUSTIBLE – KEEP FIRE AWAY**. • The tank shall be located within a secondary containment area such as earthen berms covered from end to end by a thick mil plastic. Concrete or steel may also be used to provide secondary containment. /show calculations for secondary containment on the Site Plan. • The tank shall be secured to prevent movement on the containment surface or be mounted on metal skids (not on an elevated stilt rack). • The project manager or contractor shall contact the fire department representative for inspections at the time prior to when product is put into the tank to verify compliance, **AND** at the time when the tank is removed from the site to check for evidence of ground contamination.	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
4.8-3	Would the proposed Project result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	None required.	Less Than Significant
4.8-4	Would the proposed Project be located on a site that is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	None required.	Less Than Significant
4.8-5	Would implementation of the proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency	**HAZ-9:** Prior to the approval of Final Tract maps, the City Engineer and Riverside County Fire Department (Banning Services Unit) shall discuss with the Applicant approximate locations of work activities and ingress and egress points in and out of the construction site to assure there is adequate access and communications protocols for emergency response vehicles	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	evacuation plan?	during each of the proposed construction phases. **HAZ-10:** Prior to the issuance of grading permits or road encroachment permits, a Traffic Management Plan providing safety control measures for area-wide streets that would be affected by construction traffic and activities must be prepared by a licensed civil or traffic engineer, to the satisfaction of the City Engineer, that would minimize safety hazards and emergency access impacts. The temporary measures in the Traffic Management Plan could include: flaggers, temporary lane restriping, temporary lanes, caution signs, reduced-speed zones, temporary detours, and other safety and traffic control devices.	
4.8-6	Would implementation of the Project 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 wildland?	**Refer to Mitigation Measures PSU-1a and PSU-1b below.** [Applicant shall work with the Fire Chief throughout Project development to determine the appropriate timing for a potential addition of a fire response unit (medic squad, fire engine), or the need for a fire station that is conceptually located in PA 60 but could be located in any Planning Area as described within the Specific Plan.] **HAZ-11:** All proposed subdivisions within the Specific Plan project area shall be evaluated by the Fire Department to determine whether the Department's Urban-Wildland Interface requirements should be implemented as part of the development. If the Department determines that either an interim or permanent condition of high fire risk would be present, a Fuel Modification Plan that meets the then-current	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		requirements of the Fire Department shall be prepared and shall be approved by the Fire Department prior to recordation of a Final Tract Map. Maintenance of interim fuel modification areas shall be the responsibility of the master Homeowners Association and/or the property owner and/or a LLMP and temporary maintenance easements shall be recorded over interim fuel modification areas. Such easements shall be quitclaimed when the Fire Department determines that additional new development has eliminated the need for fuel modification in these areas. **HAZ-12** Seed mix used for the temporary re-vegetation of graded areas that will remain as undeveloped open space for a period of 6 months or more shall consist primarily of drought-tolerant grasses that may combine native and non-native species. These mixes include grasses that require little maintenance and do not grow tall, but do provide sufficient vegetative coverage to be effective in controlling wind and water-caused erosion. Defensible spaces as defined by the Fire Department pursuant to Chapter 49 of the California Fire Code shall be maintained around the exposed perimeters of subdivisions abutting un-irrigated grassland and/or chaparral through weed abatement, mowing, and other fuel reduction/modification strategies. **HAZ-13** The applicant shall continue to provide annual fuel modification as required by City code. The annual fuel modification (thinning) shall also be conducted in the future development areas south of Highland Home Road extension as needed (which excludes PAs 50, 51, 52, 60, 61 and 73, which	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		shall remain natural until such time these areas are developed or require infrastructure improvements).	
Section 4.8 – Hazards and Hazardous Materials			
Cumulative Impact			
	Hazards and Hazardous Materials	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with federal regulations (i.e., Comprehensive Environmental Response, Compensation and Liability Act [CERCLA], U.S. Superfund Amendments and Reauthorization Act, Hazardous Materials Transportation Act, and Resource Conservation and Recovery Act [RCRA], state regulations (i.e., the California Hazardous Waste Control Law, California Code of Regulations – Title 26 [Toxics], and California Health and Safety Code), City codes (i.e., Chapter 8.16 [Fire Prevention Code] and Chapter 15.08 [Building Code]), permit conditions, the City of Banning General Plan EIR Mitigation Measures (specifically Fire Protection Mitigation Measures A, B, D and E), and mitigation measures. In addition, the proposed Project and applicable cumulative projects will implement the standards and mitigation measures to reduce hazards associated with wildland fires, including California Wildland-Urban Interface Building Code, SRA Fire Safe Regulations, California Public Resources Code Sections 4201-4204 and 4291-4299, and Government Code Sections 51175- 51189, 2010 California Fire Code, and the Riverside County Fire Department Urban-Wildland Interface Standards. Refer to Mitigation Measures HAZ-1 through HAZ-13.	Less than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
Section 4.9 – Hydrology and Water Quality			
Project Impacts			
4.9-1	Would the Project result in violation of water quality standards or waste discharge requirements?	None required.	Less Than Significant
4.9-2	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and increase impervious surfaces, which could substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	**HWQ-1:** The following measures shall be reflected in applicable Tentative Tract Maps (TTMs), site plans, grading plans, and/or improvement plans to the satisfaction of the City Engineer, prior to applicable plan/permit approval: 1) All building pads within the Specific Plan shall be constructed so that they are free from flood hazard for the 100-year frequency storm by elevating finished floor elevations above the 100-year level of flood protection. 2) The depths of flow in the Project's streets shall not exceed top of curb elevations for the 10-year frequency storm event. 3) Streets shall be oriented to allow for maximum potential conveyance of regional flooding during significant storm events to expedite the passage of storm flows through the Specific Plan area. 4) The Specific Plan will be phased so that 100-year flood protection is ensured in all areas of development. Interim improvements (such as temporary debris basin, earthen	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		channels/berms, check dams, sand bag barriers,, or other temporary BMP and flood protection measures; refer to Mitigation Measure HWQ-1, bullet #6 and 7 below) shall be provided as development progresses to protect against flooding, erosion, siltation, and water quality impacts. 5) All subdivisions implemented as part of the Specific Plan shall be required to detain any incremental increase in drainage within the Project Boundary until the Riverside County Flood Control and Water Conservation District Master Drainage Plan ("Banning" – Zone 5) is fully implemented downstream of the Project site. 6) Construction of each phase shall include an assessment of the size and flow patterns of the adjacent undeveloped areas of the Specific Plan site. Interim phase on-site facilities shall provide developed phases with required flood protection pursuant to Code. 7) Temporary basins shall be constructed to meet detention requirements and earthen channels/berms shall be used to divert and convey flows during construction phases.	
4.9-3	Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial	None required	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	additional sources of polluted runoff?		
4.9-4	Would the project 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?	**Refer to Mitigation Measures HWQ-1 above.** [Tentative Tract Maps (TTMs), site plans, grading plans, and/or improvement plans to the satisfaction of the City Engineer, prior to applicable plan/permit approval, shall show all building pads within the Specific Plan to be constructed so that they are free from flood hazard for the 100-year frequency storm by elevating finished floor elevations above the 100-year level of flood protection.] .	Less Than Significant with Mitigation Incorporated
4.9-5	Would the project 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.	**Refer to Mitigation Measures HWQ-1 above.** [Construction of each phase shall include an assessment of the size and flow patterns of the adjacent undeveloped areas of the Specific Plan site. Interim phase on-site facilities shall provide developed phases with required flood protection pursuant to Code. Temporary basins shall be constructed to meet detention requirements and earthen channels/berms shall be used to divert and convey flows during construction phases.]	Less Than Significant
4.9-6	Would the project be subject to inundation by seiche,	None required	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	tsunami, or mudflow?		
Section 4.9 – Hydrology and Water Quality			
Cumulative Impact			
	Hydrology and Water Quality	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with the Clean Water Act, FEMA floodplain regulations, the Porter-Cologne Water Quality Control Act including Waste Discharge Requirements, RWQCB Water Quality Control Plans (WQCP), RWQCB Construction General Permit requirements, Riverside County Flood Control and Water Conservation District MS4 Permit, the Santa Ana RWQCB and the Colorado River RWQCB Basin Plans, City of Banning code (i.e., Chapter 13.24, Stormwater Code, Chapter 15.64 – Floodplain Management Ordinance, and Chapter 18 – Erosion and Sediment Control), other developments' permit conditions, and mitigation measure. Refer to City of Banning General Plan EIR Hydrology Mitigation Measures F, G, K, L, P and Q and Water Resources/Quality Mitigation Measures I and J. Also refer to Mitigation Measure HWQ-1.	Less than Significant with Mitigation Incorporated
Section 4.10 – Land Use and Planning			
Project Impacts			
4.10-1	Would the project physically divide an established community?	None required	No Impact
4.10-2	Would the project conflict with any applicable land use plan, policy, or	None required.	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		
4.10-3	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	**Refer to Mitigation Measures BIO 1 through BIO-5.** [Prior to the commencement of grading, all suitable habitat shall be surveyed for the presence of nesting birds. In addition, a preconstruction clearance survey for burrowing owl will be performed. The applicant shall provide compensatory mitigation for the temporary disturbance of CDFG, RWQCB, and USACE jurisdictional waters which include approximately 0.41 acres of vegetated riparian habitat. Prior to the issuance of the grading permits the developer shall complete and submit an MSHCP Consistency study all required protocol and habitat assessment studies. In addition, a DBESP shall be prepared and all biological mitigation measures contained within the DBESP shall be implemented. Lastly, the construction plans and specifications shall include regular watering to control dust, equipment storage, fueling and staging areas will be sited on non-sensitive upland habitat types, the limits of disturbance will be clearly defined and marked with monitoring to review these limits, Covered Species habitat will be avoided, exotic plant species will be removed, and waste and debris will not	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		be deposited in conservation areas or native habitat.]	
Section 4.10 – Land Use and Planning			
Cumulative Impact			
	Land Use	The proposed Project and applicable cumulative projects will implement applicable mitigation measures, standards, and policies, such as compliance with the SCAG Regional Comprehensive Plan, Compass Blueprint Growth Visioning Program, and Regional Transportation Plan (2008 RTP), the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), City of Banning Zoning Code (Title 17), other development's permit conditions and the City of Banning and City of Beaumont General Plan Land Use Maps. Refer to City of Banning General Plan EIR Land Use Mitigation Measure A.	Less than Significant Impact
Section 4.11 – Noise			
Project Impacts			
4.11-1	Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	**NOI-1** As a condition of approval of all grading and building permits, the Applicant shall comply with the following list of noise reduction measures, subject to inclusion of additional provisions at the discretion of the Building Official as appropriate: • Excavation, grading, and other noise-intensive construction activities related to the proposed Project	Less Than Significant with Mitigation Incorporated

[2] Each doubling of distance reduces the noise by approximately 4.5 dBA, so for peak construction noise such as scrapers, an exterior noise level of 84 dBA at 50 feet reduces to 70.5 dBA at 400 feet, with a 20 dBA typical noise reduction from closed windows, results in an interior noise level of 50.5 dBA, without any further consideration of attenuation by intervening topography, structures, or perimeter walls.

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		shall be restricted to the hours of operation allowed under Section 8.44.090.E, Noise Prohibited – Unnecessary Noise Standard – Construction, Landscape Maintenance or Repair, of the City Municipal Code. Any deviations from these standards shall require the written approval of the City Building Official. The days and hours shall also apply to any servicing of equipment and to the movement of materials to and from the site. • The developer shall require, as a condition of contract, that all construction equipment operating on the site be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. • The developer shall require all contractors, as a condition of contract, to maintain and tune-up all construction equipment to minimize noise emissions • Stockpiling and vehicle staging areas shall be located a minimum of 500 feet from occupied residences.[2], and screened from these uses by a solid noise attenuation barrier where necessary to achieve City Municipal Code-required noise attenuation levels. • Solid noise attenuation barriers (temporary barriers or noise curtains) with a sound transmission coefficient (STC) of at least 20 shall be used along Project boundaries adjacent to sensitive receptors, where noise monitoring, performed by a qualified noise monitor,	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		indicates exceedance of City Municipal Code noise levels for more than 15 minutes in any one hour period. • Construction activities that occur outside the allowable hours per City standards 6 PM to 7 AM) shall require approval of the City Building Official based on demonstration of unusual circumstances and avoidance of significant impacts to neighboring sensitive receptors. Construction noise exceeding City standards (i.e., interior noise in excess of 50 dBA or exterior noise in excess of 65 dBA) and statutory time limits is anticipated, shall require implementation of additional noise attenuation measures such as temporary noise "curtains" to reduce construction noise to meet City Standards, or offer the affected sensitive receptors the option of temporary relocation at the Developer's expense for the duration of the impact. • All stationary construction equipment (e.g., air compressor, generators, etc.) shall be operated as far away from the residential and institutional uses as feasible. If this is not feasible, the equipment shall be shielded with temporary sound barriers, sound aprons, or sound skins to the satisfaction of the Building Official. • In areas subject to potentially significant construction noise impacts, the developer shall be required to monitor and document compliance with all applicable noise level limits. • Construction haul routes for large equipment and	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		material import/export shall be specified to minimize the use of routes affecting sensitive receptors (e.g., residential, parks, hospitals, schools, convalescent homes, etc.). To the extent feasible, construction phasing for individual subdivisions shall be designed to avoid the need for construction vehicles and related construction traffic to traverse occupied residential neighborhoods. In all cases, trucks shall utilize a route that is least disruptive to sensitive receptors. Construction trucks shall, to the extent feasible, avoid weekday and Saturday AM and PM peak hours (7 AM to 9 AM and 4 PM to 6 PM). **NOI-2** Prior to the issuance of each grading or building permit, the Applicant shall submit to the Building Official a proposed Construction Noise Monitoring Program to respond to and track complaints pertaining to construction noise, throughout demolition and/or grading. Throughout and/or grading, these measures shall include the following: • A procedure and phone numbers for notifying the City Building and Safety Department staff and Banning Police Department (during regular construction hours and off-hours); • A sign prominently posted on-site containing the permitted construction days and hours and complaint procedures and the name and phone number of the person(s) to notify in the event of a problem. The sign shall also include a listing of both the City and	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		construction contractor's telephone numbers (during regular construction hours and off-hours); • The designation of an on-site construction complaint and enforcement manager for the Project. The manager shall act as a liaison between the Project and its neighbors. The manager's responsibilities and authority shall include the following: o An active role in monitoring project compliance with respect to noise; o Ability to reschedule noisy construction activities to reduce effects on surrounding sensitive receivers; o Site supervision of all potential sources of noise (e.g., material delivery, construction staging areas, construction workers, debris box pick-up and delivery) for all trades; o Intervening or discussing mitigation options with contractors; and o Conducting a preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.	
4.11-2	Would the project expose	**NOI-3** The Applicant shall, through contract specifications, prohibit	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	persons to or generate excessive ground borne vibration or ground borne noise levels.	the use of any on-site construction equipment generating greater than 0.049 RMS (greater than 79 VpD) within 25 feet of any sensitive use or limit the use of equipment exceeding this standard to less than 30 events per day.	with Mitigation Incorporated
4.11-3	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	**NOI-4** Prior to the issuance of grading permits or encroachment permits for the improvement of Highland Home Road (aka Meridian Street) between future "D Street" and Wilson Street, an acoustical study shall be completed by the Applicant (using construction-level improvement plans and/or more detailed grading plans) and submitted to the City for review and approval. The acoustical study will specify additional specific noise attenuation measures necessary, if any, to ensure that the City of Banning's exterior and interior noise standards are met at adjacent residential properties. Appropriate attenuation measures could include a solid wall in the landscaped parkway between future Highland Home Road and the existing frontage street.	Less Than Significant with Mitigation Incorporated
4.11-4	Would the Project expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**Refer to Mitigation Measure NOI-1, NOI-2, and NOI-4 above.** [The Applicant shall implementation noise-reduction measure, such as maintaining equipment in good working condition, diverting haul routes away from sensitive receptors, and adhering to allowable construction hours. The Applicant shall also submit to the Building Official a proposed Construction Noise Monitoring Program to response to and track complaints	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		pertaining to construction noise. Lastly, prior to the issuance of a grading permit or encroachment permit for the improvement of Highland Home Road between future "D" Street and Wilson Street, an acoustical study shall be completed by the Applicant.]	
4.11-5	Would the Project result in stationary-source noise impacts on nearby sensitive receptors?	**NOI-5:** Prior to the issuance of building permits for non-residential uses (such as commercial areas, wastewater treatment plant, and the golf course clubhouse), the Applicant shall prepare a site-specific construction level noise analysis, analyzing potential on and off site noise impacts, based upon detailed grading plans, improvement plans and site plans. The grading, site and/or improvement plans for these uses shall include the location of stationary noise sources, such as loading docks, air conditioning units, trash hauling and trash compactors (noise from trash pickup and compacting results from the use of hydraulic equipment to raise and lower the metal trash bins and to compact their contents), and drive-thru lanes. The noise analysis shall evaluate the potential noise impacts to the existing and proposed noise sensitive homes near the commercial areas of the project. In the event the analysis shows that noise levels for any adjacent sensitive receptor(s) would exceed applicable standards, measures shall be required to reduce noise to levels to within applicable standards, including providing enclosures for stationary sources (such as pump stations and air conditioners), and providing walls or siting to attenuate mobile or stationary sources from receptors (such as loading bays). The analysis	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		shall be subject to review and approval by the City Building Official and shall ensure compliance with applicable exterior and interior noise standards.	
Section 4.11 – Noise			
Cumulative Impacts			
	Noise	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with the City of Banning Noise Ordinance, California Code of Regulations Title 25, Section 1092, other developments' permit conditions, the City of Banning and City of Beaumont General Plan EIR Mitigation Measures, and mitigation measures. Refer to City of Banning General Plan EIR Land Use Mitigation Measure B and Noise Mitigation Measures B, C, D, E, F, G, I, J, K, L, M, and N. Also, refer to Mitigation Measures NOI-1 through NOI-5.	Significant and Unavoidable (Cumulative)
Section 4.12 – Public Services and Utilities			
Project Impacts			
4.12-1	Would the Project result in substantial adverse environmental impacts associated with the provision of new or physically altered fire protection facilities or the	**Refer to Mitigation Measures HAZ-6 and HAZ-10 through HAZ-12.** [The contractor shall ensure that precautions are taken to avoid the Southern California Gas Company pipeline that crosses the property. Prior to the issuance of grading permits or road encroachment permits, a Traffic Management Plan providing safety control measures for area-wide streets that would be affected by construction traffic and activities must be	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards?	prepared. In addition, if the Fire Department determines that either an interim or permanent condition of high fire risk will be present, a Fuel Modification Plan shall be prepared and shall be approved by the Fire Department. Lastly, seed mix used for the temporary re-vegetation of graded areas that will remain as undeveloped open space for a period of 6 months or more shall consist primarily of drought tolerant grasses.] **PSU-1:** Applicant shall communicate and work with the Fire Chief throughout Project development to determine the appropriate timing for a potential addition of a fire response unit (medic squad, fire engine), or the need for a fire station that is conceptually located in PA 60 but could be located in any Planning Area as described within the Specific Plan. When the fire station or a response unit is determined to be necessary, the Applicant shall fund and/or construct the fire response unit and/or fire station and would subsequently be credited the cost of the fire response unit or fire station towards the dedication of fire fees.	
4.12-2	Would the Project result in substantial adverse environmental impacts associated with the	**PSU-2**: The Project shall incorporate the principles of defensible space as defined by the U.S. Department of Housing and Urban Development Office of Policy Development and Research[3] in the design of cluster housing and/or multifamily	Less Than Significant with Mitigation Incorporated

[3] See Oscar Newman, *Creating Defensible Space*, 1996, Institute for Community Design Analysis, US Department of Housing and Urban Development, Office of Policy Development and Research for applicable guidelines and design criteria.

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards?	housing within the proposed Project to reduce the impact of such development on police services. These principles shall be incorporated through inclusion of the following design solutions: • Orienting the front doors and living area windows to the public street without providing "protection" of walls and fencing while providing back doors in these same units that allow access to more secure play areas and open space. • Clustering parking in close proximity to units or the must provide enclosed garages or semi-subterranean parking garages that can be secured. • Providing motion-activated security lighting. • Clustering multifamily units around shared courtyard spaces with appropriate amenities that draw residents into the common area and encourage the development of relationships between neighbors through interaction in the public domain	
4.12-3	Would the Project result in substantial adverse environmental impacts	**PSU-3:** The Project shall include potential school sites within the development by designating and setting aside two 11+ acre Planning Areas (i.e., PA 68 for Banning Unified School	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	associated with the provision of new or physically altered school facilities?	District and PA 20 for Beaumont Unified School District) to increase available school facilities.[4]	
4.12-4	Would the Project result in substantial adverse environmental impacts associated with the provision of new or physically altered public library facilities?	None required.	Less Than Significant
4.12-5	Would the Project result in substantial adverse environmental impacts associated with the provision of new or physically altered hospital facilities?	None required	Less Than Significant
4.12-6	Would the Project result in an increase the use of	**Refer to Mitigation Measure AES-7 above.**	Less Than Significant with Mitigation

[4] The intent of Mitigation Measure PSU-3 is to initially designate and set aside each of the two 11+ acre Planning Areas, then offer these sites to the School Districts for sale of fee credit. In the event that one or both of the Districts choose to not accept the site, the Applicant may opt to implement the residential overlay on the corresponding school site, which would permit medium-density residential development at 10 du/ac.

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? And Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[Architectural plans, including detailed lighting specifications, shall be submitted for the review and approval by the City of Banning Community Development Director. The specifications shall be consistent with lighting standards included in the Specific Plan and shall meet or exceed the lighting standards contained in the City's *Municipal Code*.]	Incorporated
4.12-7	Would the Project require or result in the construction of new energy production and/or transmission facilities or expansion or existing facilities, the construction of which could cause significant environmental effects?	**Refer to Mitigation Measure HAZ-6 above.** [The contractor shall ensure that precautions are taken to avoid the Southern California Gas Company pipeline observed crossing the property diagonally from the west-center of the Project site to the southeast corner and that may be present along the alignments of the proposed off-site infrastructure.]	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	And Would the Project encourage the inefficient, wasteful or unnecessary consumption of energy?		
4.12-8	Would the Project result in a need for new systems or substantial alterations to existing communication systems?	None required.	Less Than Significant
4.12-9	Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? And Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental	**PSU-4** Offsite infrastructure improvements shall comply with all of the same mitigation measures for onsite facilities, as applicable. Off-site facilities shall provide for: a Fair market compensation for private land acquisition, if City-owned parcels are not available. Such acquisition shall be either through voluntary sale or through eminent domain proceedings in accordance with local and State law. b. A general biological assessment for off-site above ground infrastructure by a qualified biologist. If sensitive resources are determined to be present, those resources shall be assessed and/or delineated, mitigation measures shall be developed and	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	effects? And Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	imposed. **Refer to Mitigation Measures AQ-8 and NOI-5.** **PSU-5** Prior to the issuance of building permits for the Satellite Wastewater Treatment Plant and wastewater facilities, the Applicant shall prepare a site-specific construction-level noise analysis analyzing potential on- and off-site noise impacts. In addition, the analysis shall evaluate the potential noise impacts to existing and proposed sensitive receptors. Construction and implementation of the wastewater treatment plan would require a Conditional Use Permit (CUP) to be approved by the City of Banning, as well as design review of the proposed site plan and building architecture, landscaping and lighting. Compliance with the existing regulations (specified under Impact 4.8-1) and on-going monitoring of the plant's operations would reduce potential impacts associated with the routine use, handling, transport, and storage of hazardous materials.	
4.12-10	Would the Project be served by a landfill that does not have sufficient permitted capacity for Project's solid waste disposal needs? And	**PSU-6** The operator of the Butterfield Specific Plan Golf Course shall prepare and implement a Operational Waste Management Plan that incorporates to the extent feasible the Best Management Practices for the management of green waste recommended by the Golf Course Superintendent Association of America (GCSAA) including separate collection and recycling of green waste by a licensed hauler and recycling	Less Than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	Would the Project fail to comply with federal, State, and local statutes and regulations related to solid waste?	facility, on-site use of green waste for landscape mulching, and other methods acceptable to the City and the SCAQMD so as to reduce the facility's impact on landfill capacity.	
Section 4.12 – Public Services and Utilities			
Cumulative Impacts			
	Public Services and Utilities	The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with the 2010 California Fire Code (CFC), California Health and Safety Code, City of Banning Municipal Code, California Senate Bill 50 (SB 50) and California Government Code 66478, Quimby Act, California Code of Regulations (CCR) Title 24, California CCR, Title 22, other developments' permit conditions, the City of Banning and City of Beaumont General Plan EIR Mitigation Measures, and mitigation measures. Refer to City of Banning General Plan EIR Public Services and Utilities Mitigation Measures A through E (fire protection), A through F (police protection) A and B (educational facilities), and A through C (library services). A through D (electricity), A and B (natural gas), A through D (domestic water services), and A through E (solid waste). Also, refer to Mitigation Measures PSU-1 through PSU-6.	Less than Significant with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
Section 4.13 – Traffic and Transportation			
Project Impacts			
4.13-1	Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	**TRF-1:** If not constructed by the City or others, the Applicant shall construct road improvements identified in Table 4.13-9, *Summary of Future Improvements* ("Existing plus Project" improvements in the City of Banning only). These improvements include portions on Highland Springs Avenue in the City of Beaumont, between I-10 and Brookfield, but exclude locations that are deemed by the affected jurisdiction(s) to be infeasible due to impacts of ROW acquisition. If constructed by the Applicant, the cost of these improvements shall be credited against applicable City fees, and/or shall be eligible for reimbursement agreements with the City and/or third parties. The Improvements listed in Table 4.13-9 shall be consistent with the General Plan Circulation Element. **TRF–2:** As part of each Final Tract Map, or appropriate group of maps, the Applicant shall prepare a TIA Validation Report (TVR) based on the criteria provided herein for review and approval by the City Engineer. Final Tract Map approvals resulting in less than 500 p.m. peak hour trips (Exempt Maps) shall not require a TVR unless the cumulative total of prior approved Exempt Maps exceeds 1,000 p.m. peak hour trips since the last TVR. The TVR shall identify which of the Existing Plus Project	Potentially Significant and unavoidable with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		improvements identified in Table 4.13-9, are required to be constructed for the respective Final Tract Map, to ensure adequate emergency access and satisfactory levels of service. Improvements identified in an approved TVR shall be conditions of Final Tract Map approval. To the extent that any of the improvements mentioned above are included in a fee program, the cost for those improvements, if constructed by the Applicant, will be eligible for fee credits. The ongoing traffic impact assessment program will be based on the p.m. peak-hour trip threshold. The Final Tract Maps' total number of p.m. peak hour trips will be established based on the trip generation listed in Table 4.13-7, *Project Trip Generation*. If a portion of commercial development and some residential development is included in the Final Tract Map, the total number of trips generated by each use (commercial and residential) will be calculated for the p.m. peak hour and compared to a predefined threshold. Recognizing the variety of land use options, overlays and permitted or conditionally permitted uses, the TVR will also be used to verify , as the Project builds out, that the Project's total peak hour trips are consistent with the assumptions in the Project TIA. **TRF-3** Improvement plans shall be prepared for each Project-related offsite traffic improvement and approved by the City Engineer. Improvement plans shall incorporate the following	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		considerations, as applicable: a) Obtain encroachment permit(s) from the applicable jurisdiction(s) for offsite improvements; b) Through creative design techniques, where determined feasible and consistent with City policy, modify roadway geometry to reduce potential impacts to existing developed areas (such as reduced lane widths, reduced or eliminated medians, reduced turn lane transition zones, and/or shifting intersection approaches to widen intersection quadrants where associated impacts would be reduced); c) Maintain access for existing residences and businesses at all times; d) Replace landscaped areas within the affected parcel and along the parcel frontage wherever practical; e) Assist the affected property owner in restriping affected parking areas and/or reconfiguring affected driveways to avoid or offset improvement-related impacts; f) Follow applicable Project EIR mitigation measures related to biological resources (i.e., BIO-1 through BIO-5), with respect to minimizing loss of native vegetation, replacement or relocation of mature trees, use of native and/or drought tolerant vegetation in new landscaped areas, and ensuring consistency with applicable MSHCP and regulatory agency permitting provisions; and g) Compensate the affected property owner based on fair	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		market valuation of the acquired ROW in accordance with applicable local, State and federal regulations.	
4.13-2	Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	**Refer to Mitigation Measures TRF-1through TRF-3.** [The Applicant shall construct road improvements identified in Table 4.13-9, Summary of Future Improvements ("Existing Plus Project" improvements in the City of Banning only). As part of each Final Tract Map, or appropriate group of maps, the Applicant shall submit a TIA Validation Report (TVR). The TVR will provide a focused defined TVR process to identify which of the Existing Plus Project improvement identified are required to be constructed for the respective Final Tract Map to ensure adequate emergency access and acceptable levels of service. Lastly, improvement plans for each Project-related offsite traffic improvement shall incorporate the considerations listed in Mitigation Measure TRF-3.]	Potentially Significant and unavoidable with Mitigation Incorporated
4.13-3	Would the project 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?	None required.	No Impact
4.13-4	Would the project substantially increase hazards due to a design	None required.	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		
4.13-5	Would the project result in inadequate emergency access?	None required	No Impact
4.13-6	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	None required.	Less Than Significant
Section 4.13 – Traffic and Transportation			
Cumulative Impacts			
	Traffic and Transportation	**TRF-4** The applicant shall pay a fair share toward cumulative impacts not otherwise captured in existing fee programs, funding sources or in lieu improvements noted above, if such a program is in place at the time of building permit issuance, based on project contribution percentages identified in Table 4.13-16. Refer to City of Banning General Plan EIR Traffic/Circulation Mitigation	Potentially Significant and unavoidable with Mitigation Incorporated (Cumulative)

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		Measures C, D, F, G, H, L, M, O, P, and Q. Also, refer to Mitigation Measures TRF-1 through TRF-3.	
Section 4.14 – Water Supply			
Project Impacts			
4.14-1	Would the project 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)?	WS-1: With respect to all City groundwater supplies, the City will: 1) Periodically, conduct a groundwater audit that evaluates groundwater level trends, production rates, groundwater quality or other aquifer/well/pump considerations from the previous year (through use of a on-going groundwater monitoring and data collection system). 2) Develop a groundwater model to allow accurate simulation of groundwater flow and groundwater quality (including potential impacts by recharge of recycled water) in the City of Banning groundwater resource area. Additionally, to avoid injury to other legal users of the Cabazon Basin, the City will: 3) Site any new well so as to not result in material interference to existing wells.	Less Than Significant with Mitigation Incorporated
4.14-2	Would there be sufficient water supplies available to serve the project from	**Refer to Mitigation Measures WS-1 above.** [The City will conduct groundwater audits that evaluates groundwater level	Less Than Significant

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
	existing entitlements and resources, or are new or expanded entitlements needed?	trends, production rates, groundwater quality or other aquifer/well/pump considerations. The City will develop a groundwater model by 2015 to allow accurate simulation of groundwater flow and groundwater quality (including potential impacts by recharge of recycled water). The City will site any new well so as to not result in material interference to existing wells. Lastly, the City will avoid injury to other legal users of the Cabazon Basin by siting any new well so as to not result in material interference to existing wells.]	
4.14-3	Would the project require or result in the construction of new water system facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	**Refer to applicable AES, AQ, BIO, CUL, GEO, HAZ, HWQ, NOI, PSU, and WS Mitigation Measures.**	Less Than Significant, with Mitigation
Section 4.14 – Water Supply			
Cumulative Impacts			
	Water Supply	WS-2: Additionally, to guard against the potential adverse effects of climate change on the City's water supplies, the City will: 1) Continue to manage its imported and surface water supplies conjunctively with its groundwater supplies to maximize opportunities for groundwater storage. 2) Continue to monitor expert technical analyses of the impacts of climate change on surface and groundwater supplies and	Less than Significant Impact with Mitigation Incorporated

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		incorporate any recommendations into the City's water supply planning efforts. 3) Continue to practice and promote integrated flood management. The City will incorporate climate change findings into infrastructure design and continue to integrate water and land use practices, such as encouraging new developments to capture and treat stormwater onsite. New water infrastructure will be designed to operate under a wide range of conditions and will consider climate change impacts. 4) Continue to diversify its portfolio through increased water use efficiency and aggressive demand reductions achieved by existing and new conservation programs. The development and use of a new recycled water supply will further diversity the City's portfolio and reduce potable water demands. 5) Continue to further develop regional alliances with cities, water districts and water agencies to integrate, improve and develop regional water management. The proposed Project and applicable cumulative projects will implement applicable mitigation measures and standards, such as compliance with State Senate Bills 901 and 610, Title 24 of the California Administrative Code, Title 22 of the California Code of Regulations, California Plumbing Code, City of Banning Municipal Code (Title 13), the City of Banning Water Efficient Landscaping Ordinance, the City of Banning and City of Beaumont General	

Impact No.	Impact	Mitigation Measure	Significant Determination (after implementation of mitigation, if necessary)
		Plan EIR Mitigation Measures, permit conditions, and mitigation measures. Refer to City of Banning General Plan EIR Water Resources Mitigation Measures B, D, E, F, H and I. Also, refer to Mitigation Measures WS-1 and WS-2.	

1.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

While the specific mitigation measures summarized above would reduce the level of many significant impacts to a less than significant level, the Draft EIR identified the following areas where, after the implementation of feasible mitigation measures, the Project may nonetheless result in impacts which cannot be fully mitigated (note that these conclusions, and overall Project impacts, are similar to those found in the previously certified Deutsch Specific Plan EIR and City of Banning General Plan EIR):

PROJECT IMPACTS

Aesthetics, Light and Glare

Due to the size of the proposed Project and the current context of rural, undeveloped conditions, the Project's impact on light and glare is considered significant and unavoidable (although typical of any large-scale residential development, and mitigated to the extent feasible).

Air Quality

Construction-Related Emissions – As Project-related emissions are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant and unavoidable.

Regional Operational Emissions – During the operational phase, the Project would result in a net increase in regional emissions of ROG, NO_X, SO_2, CO, PM_{10}, and $PM_{2.5}$ from the operation of both stationary and mobile sources. Despite the inclusion of numerous project design features that would reduce the potential air quality impacts to the degree feasible, emissions would remain above SCAQMD significance thresholds. Therefore, operation of the proposed Project would have a significant and unavoidable impact on regional air quality.

AQMP Consistency – As the Project would exceed SCAQMD thresholds, the Project would potentially result in a long-term impact on the region's ability to meet State and Federal air quality Standards. The Project would conflict with the AQMP as it would not meet the first AQMP consistency criterion. However, the proposed Specific Plan is generally consistent with the previously approved Deutsch Specific Plan, and therefore the City of Banning General Plan's assumptions regarding population and housing growth. On a regional scale, the emissions from the Specific Plan have been considered in the forecasts presented in the 2007 AQMP. The Project would meet the second AQMP consistency criterion.

Traffic and Circulation

Construction of the recommended improvements, when and where needed, would achieve applicable level-of-service performance at all study area intersections; however, as some improvements could also result in significant impacts to existing land uses (due to Project right-of-way requirements), certain improvements may either be made in part, deferred or not implemented due to overriding considerations and/or limited funding. Further, many of the recommended improvements are located in jurisdictions outside the City of Banning. Most of these improvements have been, can be and should be implemented by those other agencies, but successfully completing the improvements in a timely fashion cannot be guaranteed.

CUMULATIVE IMPACTS

Aesthetics, Light and Glare

The Project will introduce significant sources of light and glare into an existing rural, undeveloped area and result in a significant and unavoidable adverse impact on nighttime views of the Project site in the interim and long-term build-out condition. Mitigation measures can reduce these impacts but would not reduce them to a level of insignificance due to the nature, size, and scale of the proposed project and its cumulative significance.

Air Quality

Emissions from development and operation of the proposed Project would exceed the SCAQMD thresholds, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

Climate Change

Although the Project has incorporated reasonable and feasible mitigation measures the Project's incremental contribution to global climate change can be considered "significant" on a cumulatively considerable basis. Although implementation of these mitigation measures would reduce the proposed Project's greenhouse gas emissions, such project-specific mitigation may not be feasibly imposed upon cumulative projects.

Noise

As the project cannot reasonably or feasibly mitigate for cumulative mobile noise impacts (e.g., constructing sound walls along the entire perimeter of the sensitive uses surrounding the project site; forcing existing residential uses to change their existing windows; etc.), implementation of the proposed Project would result in a significant and unavoidable impact for cumulative mobile noise impacts as both the combined and incremental effects criteria have been exceeded.

Traffic and Circulation

As stated above under the Project impacts related to traffic and circulation, construction of the recommended improvements, when and where needed, would achieve applicable level-of-service performance at all study area intersections; however, as some improvements could also result in significant impacts to existing land uses (due to cumulative right-of-way requirements), certain improvements may either be made in part, deferred or not implemented due to overriding considerations and/or limited funding. Further, many of the recommended improvements are located in jurisdictions outside the City of Banning. Most of these improvements have been, can be and should be implemented by those other agencies, but successfully completing the improvements in a timely fashion cannot be guaranteed.

1.4 SUMMARY OF PROJECT ALTERNATIVES

This is a summary of the project alternatives described in Section 6.0, *Alternatives*, which contains a detailed discussion. The Project alternatives identified within Table 1.0-2, Comparison of Impacts resulting from Project Alternatives as Compared to the Proposed Project, have been designed to alleviate identified environmental impacts, or were specifically requested for consideration during the preparation of the EIR.

No Project/No Development Alternative

The No Project / No Development Alternative assumes that the proposed Butterfield Specific Plan Project would not occur, and the Project site would remain in its existing condition. No development would occur. The existing open space would remain, and the owner may continue the limited cattle grazing activities. No residential development, landscaping, infrastructure, commercial, public or private recreational facilities would be constructed or implemented. It is important to note that this Alternative does not reflect the landowner/Applicant's current entitlement as set forth in the Deutsch Specific Plan. The site is designated for development in a manner generally consistent with the proposed Project, the City's General Plan reflects this designation, and there have been no indications by City staff, elected officials or the public through the EIR scoping process that there is a desire to repurchase the site from the owner to preserve it as permanent open space.

Table 1.0-2
Comparison of Impacts Resulting from Project Alternatives as Compared to the Proposed Project

Impact	No Project/No Development	No Project/Existing Specific Plan Alternative	Reduced Density – 20% Reduction Alternative	Active Adult Community Alternative	No Golf Course Alternative
Aesthetics, Light, and Glare	Reduced	Similar/Greater	Reduced	Similar	Reduced
Agricultural Resources	Reduced	Similar	Similar	Similar	Similar
Air Quality	Reduced	Reduced	Reduced	Reduced	Reduced
Biological Resources	Reduced	Greater	Similar	Similar	Similar
Climate Change	Reduced	Similar/Greater	Reduced	Reduced	Reduced
Cultural Resources	Reduced	Greater	Similar	Similar	Similar
Geology, Soils, and Seismicity	Reduced	Greater	Reduced	Reduced	Reduced
Hazards and Hazardous Materials	Reduced	Similar	Similar	Similar	Reduced
Hydrology and Water Quality	Reduced	Greater	Reduced	Similar	Similar
Land Use and Planning	Greater	Similar/Greater	Similar	Similar	Similar
Noise	Reduced	Similar	Reduced	Reduced	Reduced
Public Utilities and Services	Reduced	Greater	Reduced	Reduced	Reduced
Traffic and Transportation	Reduced	Reduced	Reduced	Reduced	Reduced
Water Supply	Reduced	Reduced	Reduced	Reduced	Reduced

Note: It should be noted that the overall project design with this alternative is not yet known. Although it is anticipated to be similar to the proposed Project, if the on-site open space preserved is greater than the proposed Project, impacts would be reduced with this alternative; conversely if the on-site open space is decreased, then impacts with this alternative would be greater.

No Project/Existing Specific Plan Alternative

The No Project / Existing Specific Plan Alternative assumes that development as proposed with the Butterfield Specific Plan Project would not occur, and that the Project site would instead remain subject to the provisions contained within the currently approved Deutsch Property Specific Plan. The Deutsch Property Specific Plan provides for a total of 5,400 dwelling units (with a net density of 3.5 du/ac), three elementary schools, a 193-acre 18-hole championship golf course, a 10-acre community center, a 10-acre commercial site, a 5-acre medical/office site, and two community parks and three neighborhood parks (totaling approximately 75 acres of parks). The Deutsch Property Specific Plan includes a higher maximum number of dwelling units than the proposed Project (5,387 dwelling units) and an equivalent gross density (3.5 du/ac). Additionally, this alternative would have a slightly larger impact area (1,552 acres) than the proposed Project (1,543 acres). A detailed comparison of the currently approved Deutsch Specific Plan with the proposed Butterfield Specific Plan is provided in Section 3.4.2 and Table 3.0-3 of this Draft EIR, and in Section 1.4 of the Draft Butterfield Specific Plan.

The primary differences between the presently approved and the proposed Specific Plans are:

- Similar dwelling units (5,400 in Deutsch SP vs. 5,387 in Butterfield)
- Substantial decrease in open space in Deutsch Specific Plan (268 acres in Deutsch vs. 428.8 acres in Butterfield)
- Increase in commercial from 25 to 36 acres
- Addition of an optional satellite wastewater treatment plant
- More efficient internal circulation system, including an NEV program
- Addition of open space buffers along the northeastern boundary
- Creation of a 70-acre natural open space area in PA 71, preserving the steeper slopes in open space
- Realignment of the golf course and Planning Areas to respect the identified seismic hazards
- Addition of an optional 21-acre area that may be acquired and/or annexed in the future

This Alternative would not implement many of the Project Design Features noted in Section 3.8 of this DEIR, including clustered development (which reduces total grading and preserves the more visible higher elevations), avoiding of known seismic hazards, a more extensive and integrated water supply and conservation program, and other favorable improvements in the Project since its approval in 1993. This Alternative would result in similar or greater impacts as compared to the Project, and is not under consideration at this time.

Reduced Density (20% Reduction) Alternative

The purpose of the Reduced Density Alternative is to reduce impacts from the Project related to the number of units developed and the intensity of development. Under this alternative, the total number of residential dwelling units would be reduced from 5,387 to 4,318, representing a reduction of 1,069 units, or approximately 20 percent. This alternative assumes the development of 4,318 residential units in the same Planning Areas proposed with the Project. Under this alternative, the average residential density would be reduced from 3.5 to 2.8 dwelling units per acre (du/ac). This reduced density alternative would not necessarily have the same design features as the proposed Project, and therefore, the impacts of this alternative could be greater than or less than the impacts of the proposed Project with regard to specific issue areas As a variation of this alternative, the site could be developed with higher density product in the lower elevations in a "cluster development" fashion, leaving increased natural open space in the northeastern areas and reducing the extent and cost of infrastructure improvements and site grading. The Deutsch Specific Plan presently allows for this flexibility with cluster development and mixed use overlays in the residential Planning Areas. This Alternative would overall have similar or reduced impacts in comparison to the Project, and is considered the Environmentally Superior Alternative.

Active Adult Land Use Plan Alternative

This alternative assumes that the Planning Areas 40-49 and 53-59 would be designated as exclusively age restricted, "active adult" homes (assumed to be 1,700 dwelling units [DU]). A total of 5,387 DU would still be constructed with this alternative. These age-restricted planning areas would take access off the North Loop Collector Road. Under an age-restricted, "active adult" homes scenario, the North Loop Road could be proposed as a gated, access-controlled private roadway. All other aspects of this alternative would be similar to the proposed Project. This option, in fact, is presently permitted within the proposed Butterfield Specific Plan, as a variation to the traditional single family housing (the Specific Plan includes two adult living scenarios, ranging from 1,460 to 2,042 DU). The net effect of the senior housing in these PAs would be approximately 53,000 average daily trips (ADT) in comparison to the Project's 62,263 ADT (due to reduced trip generation rates for senior housing)[5]. This Alternative would have an overall similar or reduced impact in comparison to the Project, and remains as a potential implementation option under the proposed Specific Plan.

[5] Using ITE trip generation rates, 1,700 DU of senior housing results in approximately 6,600 ADT, with 10% internal trip capture, yields 6,000 ADT in offsite trip generation. This compares to approximately 15,300 ADT (17,000 ADT with 10% internal trip capture) with traditional single family housing, or approximately 9,000 ADT less than the proposed Project.

No Golf Course Alternative

This alternative reflects the Specific Plan's option of not developing the proposed golf course in Planning Areas 35 and 39. This alternative assumes that other types of open space and recreational uses would be permitted as alternatives in the event the golf course is not developed due to market conditions or other considerations. These alternative uses include various combinations of parks, trails, native habitat, drainage facilities, water quality improvements, groundwater recharge areas, and wetland mitigation areas. This Alternative would result in slightly reduced impacts in comparison to the Project, due to possible slight reduction in traffic and water demands, depending on the alternative recreation options implemented. In addition, this Alternative would likely result in reduced grading or the ability to grade in phased increments, since the proposed Project would need to grade the entire golf course Planning Area at once.

Conclusion

An "Alternative Site" Alternative is not applicable, as the Project represents a revision to a previously approved Specific Plan. The Reduced Density Alternative is considered the Environmentally Superior Alternative, as it would have similar grading and surface disturbance impacts (biology, geology, archaeology, visual), with proportionate reductions in impacts related to Project density (approximately a 20% reduction in traffic, air quality, noise, public service/utility demands, water demands, etc). These reductions would reduce, but not avoid, the identified Unavoidable Significant Impacts of the Project. It should also be noted that the Project itself can be considered an environmentally superior alternative to the currently approved Deutsch Specific Plan, and that the applicant has already modified the proposed Land Use Plan in response to City staff comments and input from the public during the Project scoping process (refer to Section 2.3.1, *Scope of the Draft EIR*).

1.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123 (b)(2) and (3) requires that the EIR summary identify areas of controversy known to the lead agency, issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate significant adverse physical impacts. Based on City staff's review of available information and comments received from the general public and other public agencies in response to the Notice of Preparation and public scoping meetings (Appendix A), the following issues may be either controversial or require further resolution before making an informed decision on the project:

Climate Change

There is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. To this point, while the project analysis assumes CARB's Scoping plan is in effect, presently it is enjoined as a

result of litigation. *Association of Irritated Residents et al. v California Air Resources Board, et. al* (March 2011) San Francisco Superior Court Case No, CPF-09-509562. Thus, the current uncertainty regarding emissions reaching a point of significance has resulted in numerous organizations, both public and private, releasing advisories and guidance with varying recommendations designed to assist decision-makers in the evaluation of greenhouse gas (GHG) emissions Although the Project has incorporated reasonable and feasible mitigation measures, the Project's incremental contribution to global climate change can be considered potentially "significant" on a cumulatively considerable basis.

Traffic and Circulation

The Project Traffic Impact Assessment identifies mitigation for all Project-related and cumulative impacts in order to achieve acceptable levels of service. However, certain improvements required to mitigate Project impacts to a less than significant level are either outside the control of the City of Banning (and therefore cannot be assured of implementation) and/or have substantial right-of-way constraints (and therefore may not be fully implemented due to feasibility issues). Although the Project will be responsible for implementing all feasible Project-related improvements and will pay its fair share of the cost of implementing cumulative impact improvements, there is no assurance at this time that the City and other jurisdictions will have adequate funding to implement ultimate improvements.

Water Supply

The Project's Water Supply Assessment indicates a range of water supply, reclamation and conservation measures such that the City will be able to meet its currently projected water supply demands consistent with its draft 2010 Urban Water Management Plan. The City and Applicant recognize that local and regional water supplies are an issue of concern, and have developed a comprehensive approach for the Butterfield Specific Plan to address these concerns.

Future Approvals and Development Applications

As discussed in Section 3.9, *Required Permits and Approvals*, the Project will require various permits and approvals for future development applications. The details of these future applications will be developed over the course of Project implementation. City staff, and other responsible agencies, will use this EIR in reviewing future discretionary applications. Specifics of future development applications (tract maps, commercial site plans, schools, etc) have not yet been developed, but would be reviewed for consistency with the EIR and Specific Plan. As noted in Section 3, Project Description, the Specific Plan allows for a variety of uses within various Planning Areas, including various optional uses such as Adult Housing, a Community Center, a Commercial Overlay, and various permitted and conditionally permitted uses within the commercial and recreation/open space areas.

1.6 DISAGREEMENT AMONG EXPERTS

This EIR contains substantial evidence to support all the conclusions presented herein. This is not to say that there will not be disagreements among various parties regarding these conclusions. Both the State CEQA Guidelines, and more particularly, case law provide the standards for treating disagreements among experts. Where evidence and opinions of experts conflict on an issue concerning the environment, and the agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to take intelligent account of the environmental consequences of their actions.

This EIR acknowledges that there are ongoing differences of opinion among experts regarding how to calculate the Project's GHG emissions and whether the Project qualifies for particular reduction credits as defined in the CAPCOA Guidance manual. There may be substantial disagreement on the magnitude of the estimated Project GHG emissions, as well as the efficacy of the proposed mitigation measures. In addition, based on current technology and existing regulatory guidance, it is difficult, if not infeasible, to definitively prove that the City of Banning, by ensuring consistency with it's General Plan, would or would not have a detrimental effect on global climate change. For this reason and out of an abundance of caution, the Project's incremental contribution to climate change on a cumulatively considerable basis is treated as a potentially significant impact.