4.0 DRAFT EIR TEXT REVISIONS

This chapter presents specific changes to the text of the Draft EIR that are being made to clarify and supplement materials in the Draft EIR. In no case do these revisions result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text. Text deleted is shown in ~~strikeout~~.

Pursuant to CEQA Guidelines Section 15088.5(a):

> A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
>
> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Pursuant to CEQA Guidelines Section 15088.5(b):

> Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

This document adds additional project design features, modifies mitigation measures provided in the Draft EIR, adds mitigation measures that further reduce impacts of the Project, and provides supplemental analysis in response to comments. The modifications and additions clarify, amplify, or make other minor modifications to analyses in an otherwise adequate Draft EIR and do not result in adverse environmental impacts or identify mitigations measures the applicant declines to adopt. Where a mitigation measure is removed, it is removed because the project has been modified (with new project design features) in a manner that reduces the significant environmental impact previously

disclosed to a less than significant level. Accordingly, the modifications and additions do not constitute significant new information and recirculation of the Draft EIR is not required.

4.1 CITY-INITIATED TEXT CHANGES

Chapter 1.0 Executive Summary

Revisions have been made to the following sections.

Section 1.1, Page 1-2, revise as follows:

Lead Agency Contact:
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Section 1.4.1, Page 1-8, revise as follows:

The MSJC Entitlements are comprised of (1) a General Plan Land Use Amendment (GPA) and (2) a change to the Official Zoning Map (ZC) on the MSJC Site to change the land use designation and zoning from PF–S (Public Facilities-Schools) to VHDR (Very High Density Residential), with a density range of 18–24 dwelling units per acre (18-24 DU/AC).[1] The City's VHDR land use designation authorizes condominiums and townhomes, as well as apartments with the provision of common area amenities and open space. The clustering of condominiums and townhomes is appropriate with the provision of common area amenities and open space. To ensure that the college facilities and any future residential development are compatible, and to provide for the clustering allowed by the City's Municipal Code, the City will establish by ordinance a specific plan overlay (Overlay) coterminous with the MSJC Site boundary. The Overlay would require preparation and adoption of a Specific Plan, pursuant to Chapter 17.96 of the Banning Municipal Code (BMC) prior to development of VHDR residential uses on the MSJC Site. ~~The SPZO would allow for the permitting of one single-family residential (SFR) dwelling unit per legal parcel within the MSJC Site.~~

Section 1.8, REVISED Table 1.B, revised as shown on the following page:

[1] General Plan Amendment 22-2502 and Zone Change 22-3502.

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
AIR QUALITY (EIR Section 4.3)			

Threshold 4.3-1: Would the Development Project conflict with or obstruct implementation of the applicable air quality plan?
 	
Threshold 4.3-2: Would the Development Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
	Significant	~~**MM AIR-1**: During construction of the proposed Development Project, the Project contractor shall ensure all 50 horsepower or more off-road diesel-powered construction equipment is powered with California Air Resources Board (CARB) certified Tier 4 Final engines or the equivalent.~~
		
		MM AIR 1
		• Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Banning Electric Utility (BEU). If BEU does not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in this Mitigation Measure below), the establishment of a temporary electric charging area also will not be required. If the contractor(s) equipment fleet includes this equipment and BEU approval is secured, the temporary charging location shall be established upon issuance of grading permits and building permits.
		• If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the construction requirements during the building, construction, paving, and architectural coating phases of Project construction, such equipment shall be used during on-site construction. This requirement shall be noted on plans submitted for building permit issuance.
		• ~~During construction of the proposed Development Project~~ If electric or non-diesel off-road truck and construction support equipment are not available, then the project contractor shall ensure 50 horsepower off-road diesel-powered construction equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines or the equivalent.
		• The City of Banning shall verify these requirements have ~~his two-part measure has~~ been incorporated into construction plans prior to issuance of any construction permits and during architectural coating activities.
		• Construction Contractors shall maintain records of all off-road diesel construction equipment associated with on-sire construction to document that each off-road diesel construction equipment used meets required emissions standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City staff or their designee.
		• During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.
		
		MM AIR-2: The following multi-part mitigation measure shall be implemented during Project operation:
		• Implement Mitigation Measures GHG-4, GHG-5,~~and~~ GHG-6 and GHG-7.
		• All facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site shall meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on site demonstrating compliance with this requirement and shall make records available for inspection by the City of Banning, SCAQMD, and State upon request.
		• All on-site cargo handling equipment including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment shall be electric with the necessary electrical plug-in charging included in the design of the Development Project electrical system, buildings, and equipment storage and parking areas.
		• Tenant lease agreements for the Development Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than ~~5~~ 3 minutes while on site. The idling restriction will be presented on signs at the entrance to the industrial portions of the Development Project as well as at loading docks and truck parking areas.
		• All facility operators shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
		• Interior- and exterior-facing signs, including signs directed at all dock and delivery areas, shall be provided identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
		• At buildout of the industrial land uses a minimum of 50 ~~Level 3 AC~~ Class 8 electric vehicle (EV) truck chargers shall be installed at the tractor trailer parking spaces in logical locations to facilitate electric truck charging. These charges shall have the power rating sufficient to charge a Class 8 truck battery.
		• For the warehouse/industrial portions of the Development Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to all tractor trailer parking spaces in logical locations on site to facilitate future electric truck charging.
		• At buildout, the Development Project shall include the higher value of either:
		  ○ At least 350 Level 2 AC EV chargers; or
		  ○ A percentage of total parking spaces with Level 2 AC EV chargers to comply with the minimum requirements of CCR, Title 24, Part 11: California Green Building Standards Code.
		• All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric TRUs. A condition of approval shall be included for the cold storage facility that requires that by buildout at least 90 percent of trucks with TRUs are fully electric.
			Significant and Unavoidable

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
		• Prior to issuance of occupancy permits for the industrial/warehouse area, the Development Project operators employing 200 or more employees shall be required to establish and promote a rideshare program and prepare and submit a Transportation Demand Management Program detailing strategies that discourage single-occupancy vehicle trips by employees by increasing and providing financial incentives for alternate modes of transportation, including carpooling/vanpools, public transit, and biking. • Signs at every truck exit driveway shall be provided showing directional information to the truck route. • Every tenant shall be required to train staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall also be required to maintain records on site demonstrating compliance and make records available for inspection by the City of Banning, SCAQMD, and State upon request. • Tenants shall be required to enroll in the United States Environmental Protection Agency's SmartWay program, and tenants shall be required to use carriers that are SmartWay carriers. • Industrial and commercial buildings within the Development Project shall be all electric unless the land use requires natural gas (i.e., restaurants, bakeries, dental and medical laboratories). • Tenants shall be provided with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.	
BIOLOGICAL RESOURCES (EIR Section 4.4)			
Threshold 4.4-1: Would the Development 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 Wildlife or U.S. Fish and Wildlife Service?	Significant	**MM BIO-1** **Construction Guidelines.** Construction activities will follow the Construction Guidelines found in Volume 1, Section 7.5.3 of the MSHCP. **MM BIO-2** **Equipment Staging.** Equipment and vehicle storage, fueling, and material staging and storage will be in previously paved or previously disturbed, upland areas with no risk of direct drainage into riparian/riverine areas or other sensitive habitats. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into riparian/riverine areas. Secondary containment should be used under all motorized vehicles stored in the vicinity of the riparian/riverine areas (within 100 feet). Spill prevention kits shall be stored on-site in case of any type of hazardous materials spill. Development Project related spills of hazardous materials shall be reported to appropriate entities and shall be cleaned up immediately with contaminated soils removed to approved disposal areas. **MM BIO-3** **Worker Environmental Awareness Program (WEAP).** A qualified biologist will present to each Development Site employee a worker environmental awareness training prior to the initiation of work. They will be advised of the riparian/riverine resources and any other sensitive environmental resources (such as burrowing owl and Los Angeles pocket mouse) in the Development Project area, the steps to avoid impacts to such, and the potential penalties for violating those steps. At a minimum, the program will include the following topics: occurrence of the sensitive biological resources in the Development Project area and their general ecology, sensitivity of such to human activities, legal protection afforded these species, penalties for violations, reporting requirements, and Development Project features designed to reduce the impact area. A sign-in sheet will be utilized to identify all workers that have completed the WEAP training. If additional employees are added to the Development Project after the initiation, they will receive instruction prior to working on the Development Project. They will also need to sign the sign-in sheet to provide proof of completion. For some projects with numerous contractors entering the project at different stages of the project, the WEAP training can be video-taped and shown to additional workers rather than completing the training in person. **MM BIO-4** **Materials and Spoils Control.** Development Project materials will not be cast from the Development Site, and Development Project related debris, spoils, and trash will be contained daily and removed to a proper disposal facility. **MM BIO-5** **Vehicle Washing.** It will be required in the Development Project specification that the contractor will wash equipment prior to entering the vicinity of areas to be conserved. This will reduce the potential for introduction of non-native plant, animal, viral, or bacterial species to the areas that will otherwise be undisturbed. All vehicles shall be washed at a distance that would remove the likelihood of run-off from entering any adjacent riverine/riparian areas. **MM BIO-6** **MSHCP Best Management Practices (BMPs).** Development Project activities will be in compliance with BMPs, as applicable, detailed in MSHCP *Volume 1, Section 7.5.3,* and *Appendix C* of the MSHCP. The Project Determination of Biologically Equivalent or Superior Preservation (DBESP) would provide regulations consistent with the MSHCP BMPs, and the Development Project ~~would~~ shall comply with all DBESP regulations. **MM BIO-7** **Burrowing Owl Impacts.** To avoid direct and indirect impacts to burrowing owl, a pre-construction survey shall be conducted in areas to be disturbed by a qualified biologist within 30 days prior to ground disturbance at the Development Site and submitted to the City. If construction activities occur during the breeding season (February 1 through August 31) and burrowing owl is determined to be present within any portion of the ~~study area~~ Development Site during the pre-construction survey, consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) shall take place, and no construction activity shall take place within a 300-foot buffer zone. This buffer area may be reduced at the discretion of the biological monitor in consultation with CDFW and/or USFWS, until it has been determined that the nest/burrow is no longer active and all juveniles have fledged the nest/burrow. To avoid active nests, no grading or heavy equipment activity shall take place in the buffer zone during the breeding season (February 1 through August 31). If construction activities cannot avoid the nesting season and an occupied burrow is identified in a proposed development area, the burrows shall be avoided or the owls passively relocated. A Burrowing Owl Protection and Relocation Plan will be required and is included under MM BIO-8. **MM BIO-8** **Burrowing Owl Protection and Relocation Plan.** Within 90 days of the commencement of grading, a Burrowing Owl Protection and Relocation Plan would be drafted and reviewed by CDFW to ensure MSHCP guidelines for protection and/or relocation are followed. As part of that plan, one-way doors shall be installed as part of a passive relocation program. Burrowing owl burrows shall be hand-excavated by a qualified biologist when determined to be unoccupied and backfilled to ensure animals do not re-enter. Disturbance to active burrows shall be minimized to the extent feasible.	Less Than Significant

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures		Level of Significance with Mitigation
			~~If less than three pairs of burrowing owl are identified on the Development Site during pre-construction clearance surveys, no additional mitigation is required.~~ If three or more pairs of burrowing owl are identified, MSHCP guidelines require additional conservation land be set aside to off-set the significant impacts to burrowing owl in a project site outside of a cell criteria area. In all scenarios, including the detection of additional burrowing owls, mitigation and equivalency will be achieved through the Development Project following all MSHCP guidelines and the direction of the Environmental Programs Department, Western Riverside County Regional Conservation Authority, and/or the Wildlife Agencies.	
		MM BIO-9	**Los Angeles Pocket Mouse.** Prior to commencement of grading, nighttime trapping surveys will occur in areas within the known habitat and other areas providing the key constituent habitat elements based on historical surveys and those conducted for the Development Project, in riparian areas (the three identified drainage features) and adjacent upland habitat that will be permanently impacted by the Development Project. An exclusion fence will be installed along the perimeter of the construction footprint associated with the drainage crossings. Trapping and relocation of LAPM shall be performed immediately prior to grading or other construction on the Development Site within areas known to be occupied by LAPM within the existing drainage features and/or uplands. Where new roads cross the riparian corridors, undercrossings suitable for safe passage of wildlife will be constructed. The exclusion fencing will be monitored through construction activities within suitable habitat to ensure animals do not return. Restoration of a total of 3.21 acres of Development Site riparian habitat would bring project related impacts to a level that allows for 90 percent conservation of suitable habitat within the Development Site. Mitigation and equivalency may be achieved through the conservation of 7.92 of 8.99 acres of riparian/riverine lands on the Development Site as well as a surrounding buffer of approximately 32.58 acres, including the use of a deed restriction and/or conservation easement (see MM BIO-15 below). As part of the restoration effort, all non-native invasive species, such as tamarisk, arundo, and pampas grass, will be removed prior to any seeding or planting of native species.	
		MM BIO-10	Prior to issuance of construction permits, a conservation easement will be applied to upland conservation areas adjacent to drainages. During construction and operation, light pollution into the conservation areas will be reduced by shielding light sources and aiming them only into active construction areas during construction, and focused on parking, and commercial areas during operation where lighting is needed. If unforeseen circumstances were to arise that required hazard reduction within an area considered environmentally sensitive or a part of the MSHCP Conservation Area, such as lands proposed for conservation on the Development Site, it would require approval from the appropriate agencies prior to any vegetation management activities. These could include, but are not limited to, the Western Riverside County Regional Conservation Authority (WRCRCA), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), United States Fish and Wildlife Service (USFWS), and the United States Army Corps of Engineers (USACE).	
		MM BIO-11	Upland conservation areas, adjacent to the existing drainages, within the Development Project will be avoided during construction and operation. Light sources during construction and operation will be angled and shielded to avoid light pollution into drainages and adjacent upland conservation areas.	
		MM BIO-12	During construction, upland conservation areas will be fenced to prevent personnel and construction equipment from entering the conservation areas. Standard construction fencing will be sufficient to prevent personnel and equipment from entering the conservation areas.	
		MM BIO-13	Mitigation for impacts to Riparian/Riverine areas covered under the MSHCP would be achieved by conserving all remaining riparian/riverine lands on the Project Site (7.92 of 8.99-acres) as well as a surrounding buffer of approximately 32.58-acres. These areas will be preserved in perpetuity through the use of a deed restriction and/or conservation easement as further described in MM BIO-15. To mitigate for Project impacts to 1.07-acre of riparian/riverine, a minimum of 3.21-acres of Project Site riparian habitat will be enhanced and restored (a 3:1 ratio for permanent impacts), with riparian habitat spread throughout all three features within the Project Site, for compliance with the requirements of the MSHCP. Non-native invasive species will be removed (enhancement) and native riparian species will be planted (restored) which will increase the function and value of the currently disturbed drainage features following mitigation. In the event that land on the Project Site cannot be conserved, then the applicant shall either (1) contribute ~~through several options: (1) contribution of~~ land at a 3:1 ratio containing similar habitat and jurisdictional areas to the Reserve Assembly; or (2) ~~land dedicated at 3:1 mitigation ratio in fee title toward conservation and managed by third-party conservation entity; or (3)~~make a fee payment ~~made to~~ a mitigation bank ~~of~~ pursuant to an in-lieu fee program at a 3:1 mitigation ratio ~~or (4) through creation and enhancement of riparian habitat at 3:1 mitigation ratio within the project area using the disturbed and non-native vegetation areas within Highland Wash, Smith Creek, and Pershing Creek. As part of the restoration effort, a Habitat Restoration and Monitoring Plan (HRMP) will be prepared and is included as MM BIO-14.~~	
		MM BIO-14	If habitat mitigation on the Project Site or at land contributed by the applicant is the selected means of mitigation, then as part of the restoration effort, a Habitat Restoration and Monitoring Plan (HRMP) will be prepared by a qualified restoration consultant and will be reviewed and approved by the City prior to commencement of construction activities on the Project Site. The exact location of the proposed riparian restoration areas (whether on-site or off-site) will be provided to the City for review and approval. If off-site mitigation areas are selected, the applicant shall have control of the mitigation area prior to commencement of construction. However the off-site mitigation option is not anticipated at this time. The HRMP shall provide a plan for removal of non-native invasive species (enhancement) and planting of native riparian species (restoration) which will increase the function and value of the currently disturbed drainage features following mitigation and will be designed to assure that installation of the proposed mitigation will result in an outcome that would be biologically equivalent or superior to an avoidance measure. The HRMP will include species information, success criteria and mapped location(s) for the proposed on-site riparian/riverine mitigation, and a habitat viability analysis for the proposed new areas of riparian vegetation and will also include: • Removal of non-native invasive species, such as tamarisk (*Tamarix aphylla*), giant reed (*Arundo donax*), and castor bean (*Ricinus communis*); • Removal of trash and debris associated with human disturbance will be removed.	

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
		• Planting of boxed riparian trees, container plantings, and hand broadcasting, with Riparian/Riverine species to be planted to match the existing riparian/riverine trees and include plant species such as Fremont cottonwood (*Populus fremontii*), Goodding's black willow, arroyo willow (*Salix lasiolepis*), and/or mule fat and, along the upland benches, planting of more upland species such as scale broom (*Lepidospartum squamatum*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), brittlebush (*Encelia californic*a), pinebush (*Ericameria pinifolia*), and deerweed (*Lotus scoparius*). • Planting of plants with mycorrhizal fungi and root hormone to increase survivability. Following the installation of the plant material, mulch will be used at boxed trees and container plants for additional moisture and protection. • Maintenance and monitoring for 5-years following the installation, to include: ○ Irrigation for the first three years, if feasible. ○ If instigated, removal of irrigation after year three to allow the plants to acclimate to existing climatic conditions during the last two years of monitoring, to ensure that the vegetation has long-term survivability. ○ Monitoring by a qualified biologist quarterly for the first year, then annually for years two through five. ○ A qualitative assessment will be completed by the qualified biologist and reported to the Wildlife Agencies, and will include Project Site specific photo locations and an aerial photograph (with drone) documenting vegetation progress. ○ To determine if the restoration has been successful, minimum success criteria at the end of five years will be specified in the HRMP. If the minimum success criteria is not achieved, then the applicant shall be responsible for taking the appropriate corrective measures, as determined by a qualified restoration ecologist. Correction actions will continue until the success criteria have been met. A Weed Management Plan prepared by a qualified biologist and approved by CDFW will be prepared prior to commencing of grading on the Project Site setting forth best management practices (BMPs) to reduce the amount of non-native weedy species introduced into the Project during construction activities. The plan will focus on specific BMPs that will be used to reduce the risk of spreading non-native invasive seeds within the Project during construction, to include, but not limited to annual monitoring of sprouting vegetation in early spring, removing non-native invasive species, and utilizing water-wise native landscaping in the surrounding development areas. The purpose of the Weed Management Plan is to substantially reduce the potential for weeds to grow on-site and then monitor the Project Site and implement BMP so that weeds that do occur on-site can be removed before they go to seed. ~~A Habitat Restoration and Monitoring Plan (HRMP) will be reviewed and approved by the City prior to commencement of construction activities on the Development Site. The HRMP will include species information, success criteria and mapped location(s) for the proposed on-site riparian/riverine mitigation, and a habitat viability analysis for the proposed new areas of riparian vegetation. The location of the proposed riparian restoration areas will be provided to the City for review. The plan will be prepared by a qualified restoration consultant and will be utilizing local native plant species in the planting pallet. This plan typically includes a 5-year monitoring element to ensure that restoration efforts are successful.~~ **MM BIO-15** A third-party governmental or non-profit conservation organization approved by the CDFW will be chosen to monitor and maintain all portions of the Development Site within the designated conservation area, as outlined in a conservation easement covering the drainage features and adjacent upland buffer zones adjacent to drainages. The conservation easement should be in place prior to or immediately following regulatory agency permits being issued. Additionally, any additional off-site land acquired for project mitigation, if any, will be incorporated into the managed land, with approval from relevant agencies such as the Western Riverside County Regional Conservation Authority, California Department of Fish and Wildlife, Regional Water Quality Control Board, and United States Fish and Wildlife Service. Although a designated organization has not been chosen, one will be selected and approved by the City before the Development P~~p~~roject's implementation. **MM BIO-16** Sediment Transport and Scour Analysis: The Project proposes to construct concrete-lined box culverts at two drainage crossings on the Project Site. To avoid significant changes to downstream sediment transport and deposition, floodplain modification, and potential streambed aggradation or incision above and below each of the proposed stream crossings consistent with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the applicant shall prepare and submit a sediment transport and scour analysis to the City and Western Riverside County Regional Conservation Authority for review and approval prior to construction of any drainage crossing on the Project Site. The sediment transport and scour analysis shall identify and compare pre- and post-crossing development of sediment transport and deposition, floodplain modification, and potential streambed aggradation and incision above or below each proposed drainage crossing to confirm that the Project would not have significant impacts on the CVMSHCP conservation sediment transport system strategy. It is anticipated based on the results of the sediment deposition analysis performed by Albert A. Webb and Associates for the City of Banning's Sun Lakes Boulevard Extension Project, which adjoins the Project Site and crosses the same drainages that the concrete-lined box culvert in the referenced drainages, would have nearly no sediment deposition. However, if the results of the Project specific sediment transport and scour analysis determine that the proposed concrete-lined box culvert option would have a significant impact on the sedimentation transport system, the applicant shall either mitigate the impacts of the design to have a less than significant impact or will consider other methods of on-site drainage crossing.	

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
Threshold 4.4-2: Would the Development 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 Wildlife or U.S. Fish and Wildlife Service?	Significant	**MM BIO-1 through BIO-6, and BIO-9 through BIO-165.**	Less Than Significant
Threshold 4.4-6: Would the Development 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 Wildlife or U.S. Fish and Wildlife Service?	Significant	**MM BIO-1 through BIO-6, and BIO-9 through BIO-165.**	Less Than Significant
Threshold 4.4-6: Would the Development Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		**MM BIO-1 through BIO-6, and BIO-9 through BIO-165.**	
GREENHOUSE GAS EMISSIONS (EIR Section 4.8)			
Threshold 4.8-1: Would the Development Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant	**MM AIR-1** **MM AIR-2** **MM GHG-1** Provide separate recycling bins within each commercial/industrial building and provide large external recycling collection bins at central locations in the commercial and industrial land uses for collection truck pickup. Provide a commercial recycling/composting program that provides 70 percent diversion of waste for the commercial land uses. Provide an industrial recycling program that provides 80 percent diversion of waste for the industrial land uses. **MM GHG-2** Provide drought tolerant low-water landscaping and trees throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers. **MM GHG-3** Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Banning demonstrating that the Project is designed to achieve energy efficient buildings exceeding Title 24 standards with the following design criteria: • Building envelops insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs. • Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less SHGC. • All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance. • All heating/cooling ducting within the commercial and industrial buildings shall be insulated with R6 or greater insulation. • All heating and cooling equipment shall be ERR 14/78 percent AFUE, or 7.7 HSPF levels of efficiency or greater. • All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0.72 Energy Factor or greater. • Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts. **MM GHG-4** All appliances within the commercial and industrial land uses shall be energy star rated appliances. **MM GHG-5** All water fixtures shall be water efficient (toilets/urinals [1.5 GPM or less], showerheads [2.0 GPM or less], and faucets [1.28 GMM or less]). **MM GHG-6** All landscape equipment used to maintain the landscaping within the Development Project shall be electric. **MM GHG-7** Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures specified in Table 4.8.K which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.	Significant and Unavoidable
Threshold 4.8-2: Would the Development Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant	**MM AIR-2** **MM GHG-1** **MM GHG-2** **MM GHG-3** **MM GHG-4** **MM GHG-5** **MM GHG-6** **MM GHG-7**	Significant and Unavoidable

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
HYDROLOGY AND WATER QUALITY (EIR Section 4.10)			
Threshold 4.10-3: Would the Development Project substantially alter the existing drainage patter of the sire or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, (iv) impede or redirect flood flows?	Significant	**RCM WQ-4** Prior to issuance of a grading permit, the Applicant shall submit a Final Hydrology and Hydraulic Analyses to the Director of the City of Banning Public Works Department, or designee, and the Riverside County Flood Control and Water Conservation District for review and approval. The Final Hydrology and Hydraulic Analyses shall be prepared consistent with the requirements of the *Riverside County Flood Control and Water Conservation District Hydrology Manual* and the *Riverside County Whitewater River Region Stormwater Quality Best Management Practice Design Handbook for Low Impact Development*, and Phase I MS4 Permit R7-2013-0011. The Director of the City of Banning Public Works Department, or designee, shall ensure that the drainage facilities specified in the Final Hydrology and Hydraulic Analyses are incorporated into the final Development Project design. **MM HYD-1** Prior to the issuance of a grading permit(s) for roadway work in or adjacent to the proposed Lincoln Street creek crossings, the Applicant shall submit a sediment transport and scour analysis to the City and Western Riverside County Regional Conservation Authority for review and approval. As appropriate, the submittal may include equivalent detail on alternative proposals ~~including construction of a bridge or reinforced concrete box culvert~~ for the proposed creek crossings. The sediment transport and scour analysis shall identify pre-project conditions associated with channel morphology, hydrologic flow patterns, existing sedimentation and scouring, sediment size, and depth at each crossing. These same attributes will be analyzed based on post-project conditions to determine if there are any substantial changes to the existing conditions. The purpose of the sediment transport and scour analysis is to compare the functions and values of the drainage features in the pre- and post-project conditions and to ensure that following construction of the Lincoln Street crossings, the functions and values of the drainages with respect to downstream sedimentation are consistent with the long-term preservation of sand dune and sand sheet habitat within the Coachella Valley under the CVMSHCP. It is anticipated based on the results of the sediment deposition analysis performed by Albert A. Webb and Associates for the City of Banning's Sun Lakes Boulevard Extension Project, which adjoins the Project Site and crosses the same drainages that the concrete-lined box culvert in the referenced drainages, would have nearly no sediment deposition. However, if the results of the Project specific sediment transport and scour analysis determine that the proposed concrete-lined box culvert option would have a significant impact on the sedimentation transport system, the applicant shall either mitigate the impacts of the design to have a less than significant impact or will consider other methods of on-site drainage crossing. **MM HYD-2** Prior to City approval of roadway improvement plans for Lincoln Street, including the proposed Lincoln Street crossings, the Applicant shall submit evidence to the City that the Lincoln Street crossings of Pershing and Smith Creeks have been designed to avoid impacts to or, if impacted, to maintain the development transport capacity identified in the approved sediment transport and scour analysis required under **Mitigation Measure HYD-1**.	Less Than Significant
NOISE (EIR Section 4.13)			
Threshold 4.13-1: Would the Development Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant (construction noise) Less Than Significant (operational noise)	**PDF N-1** To address traffic noise impacts along Sunset Avenue, the alignment of Sunset Avenue is shifted to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue would be adjusted 42 feet (ft) to the west from the existing centerline with implementation of the Development Project, which results in the new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site. PDF N-2 To address the potential for impacts to residences from on-site Development Project operations, on-site project operations are revised to require: o Cold storage equipment previously allowed on industrial building rooftops will be shielded or relocated to the ground floor; and o Construction of 10 ft high "wing walls" on the south end of warehouse buildings 1 and 2, and 6 ft high walls that surround the automobile parking lots south of warehouse buildings 1 and 2 as depicted in the SoundPLAN printouts in Attachment A to the Supplemental Noise Analysis (Final EIR, Appendix I-2, Attachment A). **MM NOI-1** The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 6:00 p.m. During grading, site work, paving and utility construction, the construction contractor shall install a minimum 10 ft high temporary construction barrier along the eastern construction boundary to shield residences along Sunset Avenue between Lincoln Street and Westward Avenue, along the southern construction boundary to shield residences along Bobcat Road, and along the eastern construction boundary to shield the school located at the southeast corner of Sunset Avenue and Westward Avenue when project construction activities are within 100 ft from the nearest residential structure to that activity. The temporary construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28. For off-site construction, including for construction of the roadway and utilities, on Sunset Boulevard, the City will determine whether the noise barrier can be constructed on City right of way without impacting roadway access and the construction contractor shall install such barrier on City-owned property provided that such roadway access can be maintained during construction. During all Development Site excavation and grading, the Development Project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. The construction contractor shall locate equipment staging in areas that will create the greatest feasible distance between construction-related noise sources and noise-sensitive receptors nearest the Development Site during all project construction. The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the Development Site.	Significant and Unavoidable

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
		~~MM NOI-2 A minimum barrier height of 6 ft along the east side of Sunset Avenue south of Westward Avenue adjacent to existing school buildings at the MSJC school to reduce traffic noise levels for these sensitive receptors to the City's noise standard of 65 dBA CNEL or below.~~	
TRANSPORTATION (EIR Section 4.17)			
Threshold 4.17-2: Would the Development Project conflict or be inconsistent with *CEQA Guidelines* §15064.3, subdivision (b)?	Significant	**PDF T-1** Commute Trip Reduction Marketing The Development Project will include a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness. 1. Onsite or online commuter information services. 2. Employee transportation coordinators. 3. Onsite or online transit pass sales. The Development Project will provide tenant's employees material and online resources as a means to promote the commute trip reduction program. With proper implementation and 100 percent of the employees eligible, this design feature is expected to reduce VMT by 4 percent. **PDF T-2** Ridesharing Program The Development Project will provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include the following: - Designating a certain percentage of desirable parking spaces for ridesharing vehicles. - Designating adequate passenger loading and unloading and waiting areas or ridesharing vehicles. - Providing an app or website for coordinating rides. The Development Project as designed, will provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project buildings. As calculated for the Project, with proper implementation and 100 percent employees eligible, the rideshare program is expected to reduce VMT by four percent. **PDF T-3** End-of-Trip Bicycle Facilities The Development Project will install and maintain end-of-trip facilities for employee use. In this case end-of-trip facilities will only include bike parking. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained. The Development Project will include building elements for bicycle trip end facilities (i.e., parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. As calculated, the Project will reduce VMT by 0.06 percent. **MM TRA-1** Prior to issuance of occupancy permits, the project applicant shall prepare a Transportation Demand Management (TDM) strategy report (as discussed in the *Sunset Crossroads Vehicle Miles Traveled (VMT) Analysis)* for review and approval by the City Traffic/Transportation Manager, Transportation Demand Management (TDM) strategies have been incorporated into the project design including commute trip reduction marketing, rideshare program, and end-of-trip bicycle facilities.	Significant and Unavoidable
		No Conditions of Approval, ~~Project Design Features,~~ Regulatory Compliance Measures, or Mitigation Measures are required. PDF T-4 Truck Route Management Plan Prior to issuance of the first certificate of occupancy permits for an industrial building on the Development Site, the applicant shall submit and the City Community Development Director shall approve a Truck Route Management Plan including g the following components: • Posting of signage clearly showing the designated entry for trucks from the public streets to the designated on-site truck check-in and truck parking areas. • Posting of signage indicating that all parking and maintenance of trucks must be conducted within the designated onsite areas and not within the surrounding community or on public streets. • Posting of signage for exiting traffic (other than exempt vehicles) showing the designated exits and restricting westward travel on Sun Lakes Boulevard west of Highland Home Road. • Lease provisions clearly identifying the required truck routes, including requiring trucks to use Sunset Avenue to access the I-10 Freeway interchange and prohibiting trucks (other than exempt vehicles) on Sun Lakes Boulevard west of Highland Home Road. • Consider and include, where feasible, driveway aprons providing egress to SLB Extension that physically direct trucks east on Sun Lakes Boulevard Extension in a manner that does not affect exempt vehicles. • Truck route maps provided to all drivers and posted in breakrooms and throughout the Project. • Designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues.	Less Than Significant

REVISED Table 1.B: Development Project Summary of Impacts and Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures

Environmental Impacts	Level of Significance without Mitigation	Conditions of Approval/Project Design Features/Regulatory Compliance Measures/Mitigation Measures	Level of Significance with Mitigation
		For the Truck Route Management Plan, exempt vehicles include emergency and public safety vehicles, buses, limos and passenger vehicles, vehicles owned by a public utility or public agency and delivery vans serving local routes or using designated detour routes. With the implementation of the Truck Route Management Plan, potential conflicts with truck traffic through residential uses would be reduced. **RCM UT-1** Prior to the issuance of ~~grading permits~~ certificate of occupancy by the City of Banning, the most current Wastewater Facilities and Water Facilities Development Impact Fees for *commercial* and industrial uses shall be paid as calculated by the City. The certificate of occupancy~~grading permit~~ would be issued by the City once proof of the appropriate Wastewater Facilities and Water Facilities Development Impact Fees are paid.	

[1] A type of building material that resists ignition or sustained flaming combustion sufficiently to reduce losses from wildland-urban interface conflagrations under worst-case weather and fuel conditions with wildfire exposure of burning embers and small flames, as prescribed in CBC, Chapter 7A and State Fire Marshal Standard 12-7A-5, Ignition-Resistant Materials.

CDFW = California Department of Fish and Wildlife
ESA = Environmentally Sensitive Area
MLD = Most Likely Descendent
NPDES = National Pollutant Discharge Elimination System
NPS = National Park Service
PRC = Public Resource Code
RWQCB = Regional Water Quality Control Board
SJVAPCD = San Joaquin Valley Air Pollution Control District
SPCP = Spill Prevention and Countermeasures Plan
SWPPP = Storm Water Pollution Prevention Plan
VELB = Valley Elderberry Longhorn Beetle

Chapter 2.0 Introduction and Purpose

Revisions have been made to the following sections:

Section 2.4.1, Page 2-6, revise as follows:

The City's General Plan, Final EIR, and subsequent General Plan Amendments are available for review at the City's Community Development Department and can be accessed online at the following location:

- http://banning.ca.us/803/Planning-Resource-Documents~~http://banning.ca.us/468/General-Plan-Amendments~~

Section 2.4, Page 2-10, revised by insertion of new Section 2.4.5 as follows:

2.4.5 Other Matters.

Other items incorporated by reference in the cumulative impacts section of the DEIR.

Section 2.5, Page 2-10, revised as follows:

- **Appendix C: Air Quality/Energy/Greenhouse Gas/Health Risk Studies**
  - **C-1:** Air Quality Impact Analysis
  - **C-2:** Health Risk Assessment
  - **C-3:** Greenhouse Gas Analysis
  - **C-4**: Supplemental Health Risk Assessment
  - **C-5:** Supplemental Air Quality Assessment
  - **C-6**: Supplemental Greenhouse Gas Assessment

Section 2.5, Page 2-11, revise as follows:

- **Appendix I: Noise and Vibration Studies**
  - **I-1:** Noise and Vibration Impact Analysis
  - **I-2:** Supplemental Noise Analysis

Section 2.6, Page 2-13, revise as follows:

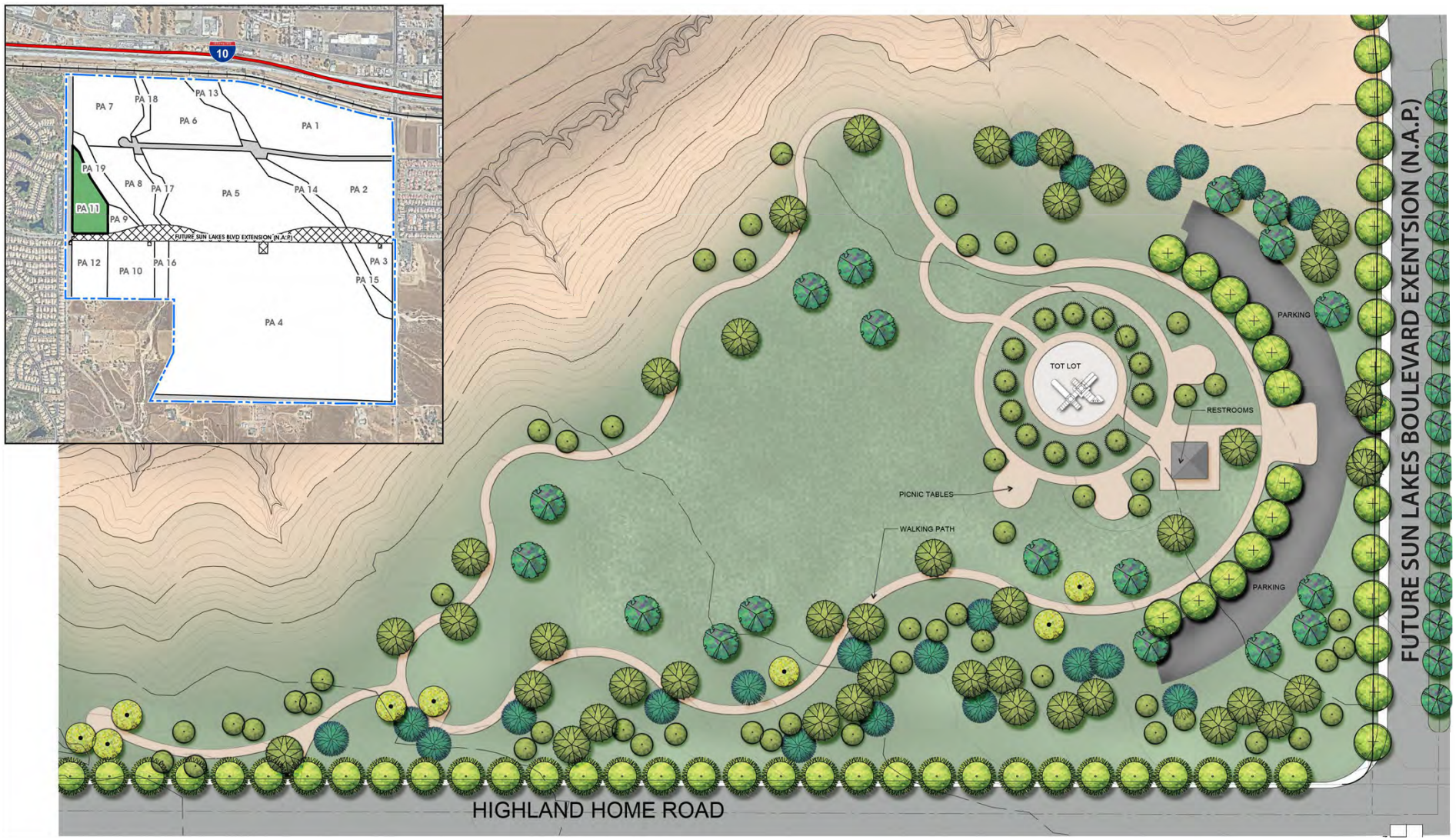
City of Banning
Community Development Department
Emery Papp, Senior Planner~~Adam B. Rush, M.A., AICP, Director~~
99 East Ramsey Street
Banning, California 92220
Direct: (951) 922-3152~~31~~ | Fax: (951) 922-3128
~~arush@banningca.gov~~ epapp@banningca.gov

Chapter 3.0 Project Description

Revisions have been made to the following sections.

Section 3.5.3.1, Page 3-39, REVISED Figure 3-8, revise as follows:

Conceptual Design of Passive Park in Planning Area 11, updated with corrected orientation.



LSA

FIGURE 3-8

N

NOT TO SCALE

SOURCE: Hunter Landscape (5/25/2021)

I:\NPD2001\G\Passive_Park.ai (6/24/2024)

Sunset Crossroads

Conceptual Design of Passive Park in Planning Area 11

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Section 3.5.3, Pages 3-41 and 3-43, REVISED Figure 3-9, revise as follows:

Circulation Improvements Figure 3-9, Pages 1 and 2 updated with figure consistent with revised Specific Plan (Appendix B).

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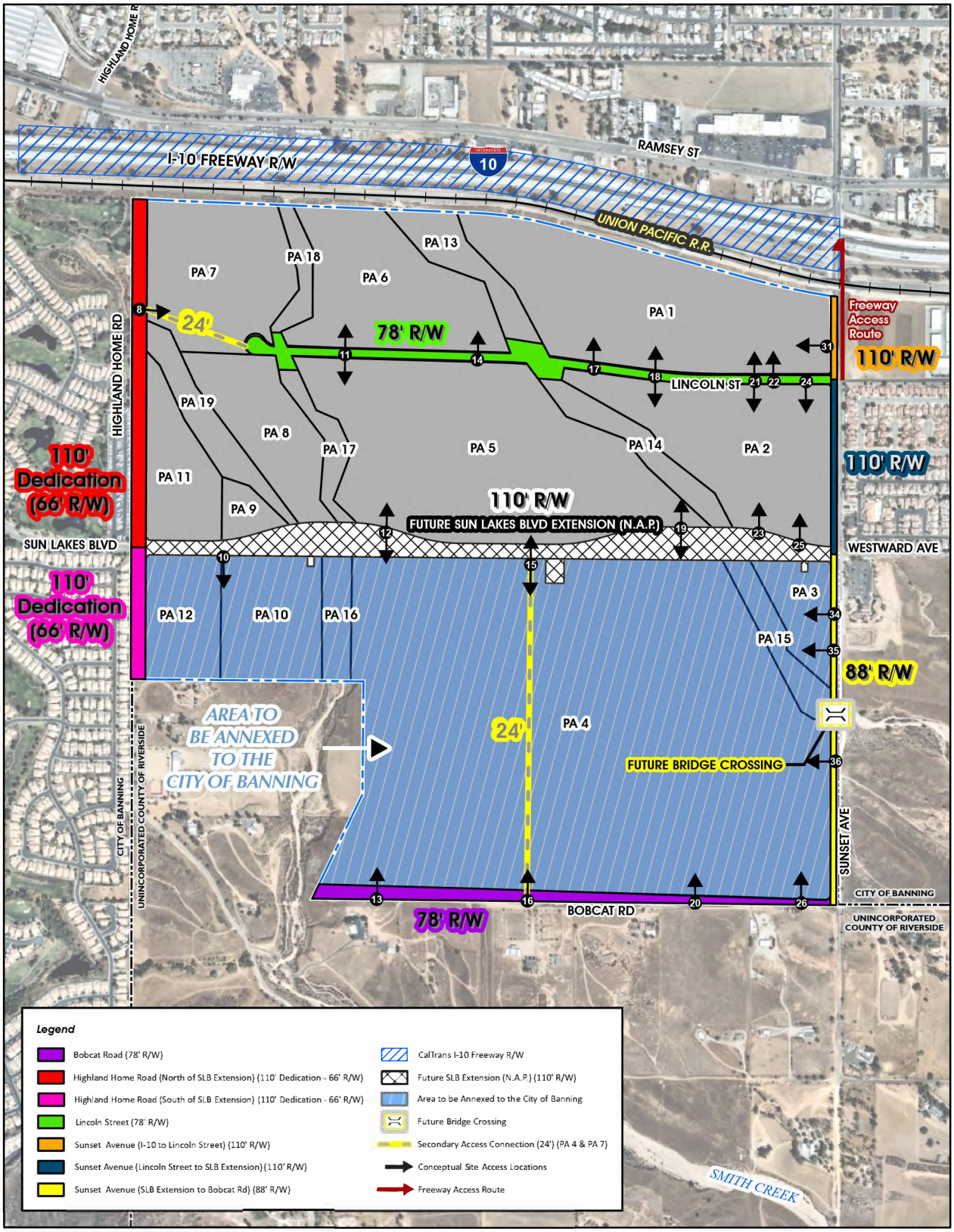

LSA

FIGURE 3-9
Page 1 of 2

N

0 550 1,100
FEET

SOURCE: ESRI, Nearmap /2022), RCTLMA /2021) Proactive Engineering Consultants (10-19-2022)

I:\NPD2001\G\Circulation_Improvements.ai (9/12/2024)

Sunset Corssroads

Circulation Improvements of the Specific Plan

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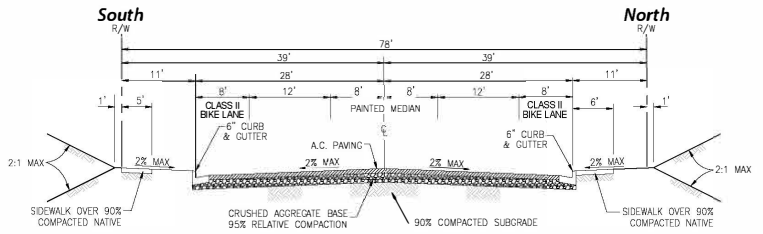
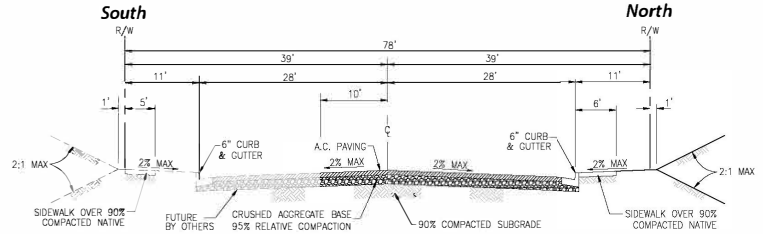
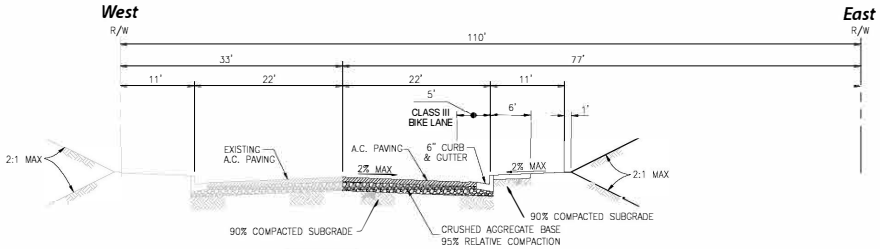


LINCOLN STREET
(78' R/W PER CITY STD. ST-100)
COLLECTOR STREET

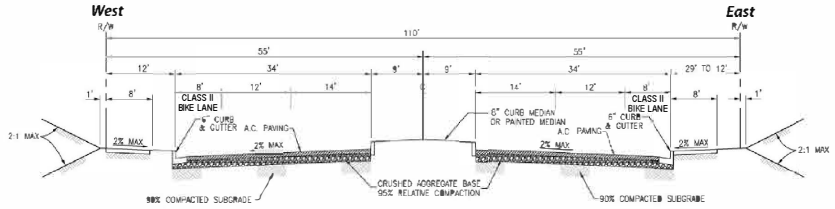


BOBCAT ROAD
(78' R/W PER CITY STD. ST-100)
COLLECTOR STREET

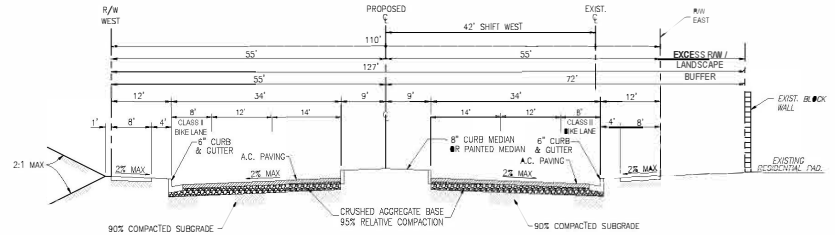


HIGHLAND HOME ROAD
(SOUTH OF SLB EXTENSION)
MODIFIED COLLECTOR STREET (110' R/W)

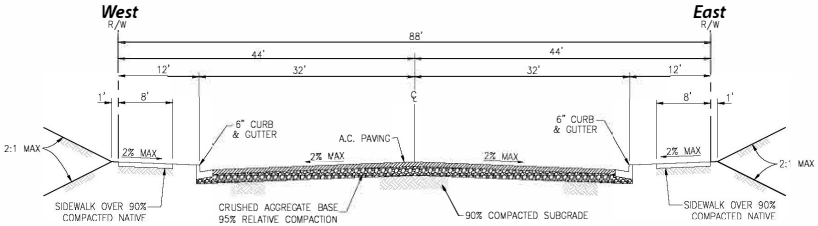
Note: Future Sun Lakes Blvd Extension is dedicated public right of way andwill be constructed and maintained by the City of Banning.



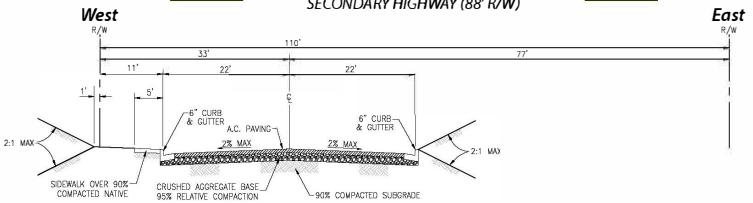
SUNSET AVE (I-10 TO LINCOLN STREET)
ARTERIAL HIGHWAY (110' R/W)



SUNSET AVE (LINCOLN STREET TO SUN LAKES BLVD)
MODIFIED SECONDARY HIGHWAY (110' R/W)



SUNSET AVE (SOUTH OF SUN LAKES BLVD)
SECONDARY HIGHWAY (88' R/W)



HIGHLAND HOME ROAD
(NORTH OF SLB EXTENSION)
MODIFIED SECONDARY HIGHWAY (110' R/W)

LSA

FIGURE 3-9
Page 2 of 2

NOT TO SCALE

SOURCE: Proactive Engineering Consultants (5/01/2024)

I:\NPD2001\G\Circulation_Improvements.ai (9/12/2024)

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Section 3.5.3.2, Pages 3-45 through 3-46, revise as follows:

Sunset Avenue, I-10 to Lincoln Street~~Sun Lakes Boulevard Extension~~. This section of roadway is designated as Arterial Highway with 110-foot right-of-way, consisting of an 18-foot-wide center raised or painted median, with a 4-foot-wide ~~curb-adjacent~~ landscaped parkway and 8-foot-wide parkway-adjacent ~~Class I bikeway~~sidewalk on the west~~one~~ side of the street, and an 8-foot-wide curb-adjacent sidewalk and 4-foot-wide landscaped parkway on the east~~other~~ side of the street. An 8-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb. ~~The Project Applicant would dedicate and construct western half-width lanes including the median plus 10-foot wide improvements along this segment of Sunset Avenue along the Development Site's frontage (Planning Areas 1 and 2).~~ The Specific Plan and future applications submitted within this Specific Plan will dedicate and construct the western half-width, full median, plus 10-foot improvements along the project frontage to the segment of Sunset Avenue north of the Existing ROW. The Development Project Applicant would also provide for full right-of-way expansion west of the current Sunset Avenue alignment, including bike lanes. This would be accommodated through designed setbacks of buildings, parking areas, and other improvements.

Sunset Avenue, Lincoln Street to Sun Lakes Boulevard Extension. This section of roadway is designated as Modified Secondary Highway with a 110-foot of right of way with 68 feet of paving, an 18-foot-wide center raised or painted median, with a 4-foot-wide landscaped parkway and 8-foot-wide parkway-adjacent sidewalk on the west side of the street, and a 4-foot-wide parkway and 8-foot-wide parkway-adjacent sidewalk on the east side of the street. An 8-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb. To address traffic noise impacts along Sunset Avenue described in the Draft EIR, since publication of the Draft EIR the alignment of this portion of Sunset Avenue is shifted to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard would be adjusted 42 feet to the west from the existing centerline with implementation of the Development Project, new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site. The resulting 17 feet of excess right of way to the east may be landscaped.

Sunset Avenue, Sun Lakes Boulevard Extension to Bobcat Road. This segment of Sunset Avenue is classified as a Secondary Highway and would have an 88-foot right-of-way. As shown on Figure 3-16__Conceptual Streetscapes, the 88-foot of right of way comprising Sunset Avenue consists of 64 feet of paving with a 4-foot-wide ~~curb-adjacent~~ landscaped parkway and 8-foot-wide parkway-adjacent sidewalk provided on both sides of the street.

Lincoln Street. Lincoln Street east of Sunset Avenue is classified by the City as a Major Highway. West of Sunset Avenue, Lincoln Street would be constructed as a Divided Collector Highway and would have a 78-foot-wide right-of-way with ~~a 56-foot curb to curb measurement.~~ 56 feet of paving ~~-~~with a 6-foot-wide landscaped parkway and a 5-foot-wide parkway-adjacent sidewalk on the south side of the street and a 6-foot-wide curb-adjacent sidewalk and 5-foot-wide landscaped parkway on the north side of the street. An 8-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb Divided Collector Highways are designed as two-lane roads that have a center median and provide on-street parking on both sides. They provide connections to secondary streets, arterials, and freeways, with most traffic being through-traffic or intra-city volumes. The Development Project

Applicant would construct full-width improvements of Lincoln Street on the Development Site and the crossings of Pershing Wash (Planning Areas 13 and 14) and Smith Creek (Planning Areas 17 and 18) drainages via a 10-foot by 10-foot reinforced concrete box (RCB) culvert. Lincoln Street would provide a Class II Bikeway on ~~the north~~ both sides of the right-of-way. In Planning Area 7, a 24-foot-wide fire access connection would link Lincoln Street to Highland Home Road via a private roadway. ~~The Specific Plan and future applications submitted within the Specific Plan will construct full-width improvements along the length of Lincoln Street on the Development Site.~~

***Bobcat Road*.** Bobcat Road is designated as a Divided Collector Highway and will be improved to include a 78-foot right-of-way. The Development Project Applicant would dedicate and construct half-width plus 10-foot-wide improvements along the Development Site's frontage of Bobcat Road along the southern portion of Planning Area 4. The northerly portion of the right-of-way consists of 22 feet of paving, with a 6-foot-wide landscaped parkway and 5-foot-wide parkway~~curb~~ adjacent sidewalk on the south side of the street, and a 6-foot-wide curb-adjacent sidewalk and 5-foot-wide landscaped parkway on the north side of the street. ~~Bobcat Road also provides a Class III Bikeway on each side of the road.~~ The Specific Plan and future applications submitted within this Specific Plan will dedicate and construct the northern half-width plus 10-foot improvements of Bobcat Road along the project frontage. The existing roadway would become the southerly (east-bound) lanes. The trees, shrubs, and groundcovers to be planted in the landscape zones along Bobcat Road are in accordance with Table 4-1, *Plant Palette*, from the Specific Plan. The centerline of Bobcat Road will be relocated a maximum of 70.5 feet north from its current alignment to no longer conflict with the Southern California Edison (SCE) power poles that are encroached upon by the current road alignment.

***Highland Home Road*.** Highland Home Road (north of ~~the Existing ROW~~ Sun Lakes Boulevard) is classified as a Secondary Highway by the City of Banning and will be constructed as a Modified Secondary Highway with ~~is designed as~~ a four-lane road within a 6688 ~~-~~foot right-of-way. Highland Home Road (south of Sun Lakes Boulevard~~its intersection with the Existing ROW~~) is classified as a Collector Street by the City and is designed as a two-lane road that provides on-street parking on both sides within a 66-foot right-of-way and will be constructed as a Modified Collector Street. The entirety of the Highland Home Road right-of-way (north and south of its intersection with the ~~Existing ROW~~Sun Lakes Boulevard) is within a 110~~100~~ -foot dedication. Highland Home Road is currently a two-lane paved roadway south of Sun Lakes Boulevard and does not exist north of Sun Lakes Boulevard. The Development Project Applicant would construct the full width (66 feet) of Highland Home Road north of Sun Lakes Boulevard ~~to its ultimate half-width as a Secondary Highway (88-foot right-of-way)~~ with a 5-foot-wide curb adjacent sidewalk, a 6 foot wide landscaped parkway~~-12 foot wide buffer~~ and 44 feet of paving~~-~~as shown on Figure 3-16 of the Draft EIR (Conceptual Streetscapes) and south of Sun Lakes Boulevard would construct the remaining half width (i.e., 33 feet) of Highland Home Road with a 6-foot-wide curb adjacent sidewalk, a 5-foot-wide landscaped parkway, and 44 feet of paving as shown on Figure 3-16 of the Draft EIR (Conceptual Landscapes) to accommodate two-way traffic along the western boundary of the right of way, from the SLB Extension to Planning Area 7, where it will terminate in a cul-de-sac and provide secondary access to Planning Area 7 via a 24' wide secondary access connection. ~~from the northern boundary to the southern boundary of the Development Project~~.

Section 3.5.3.3, Page 3-51, revise as follows:

Two 10-foot by 10-foot RCB facilities are proposed for the Lincoln Street crossings of the Pershing Wash and Smith Creek drainages, with undercrossings suitable for safe passage of wildlife and allowing continued downstream sediment transport.

Section 3.5.3.4, Page 3-53, REVISED Figure 3-11, revise as follows:

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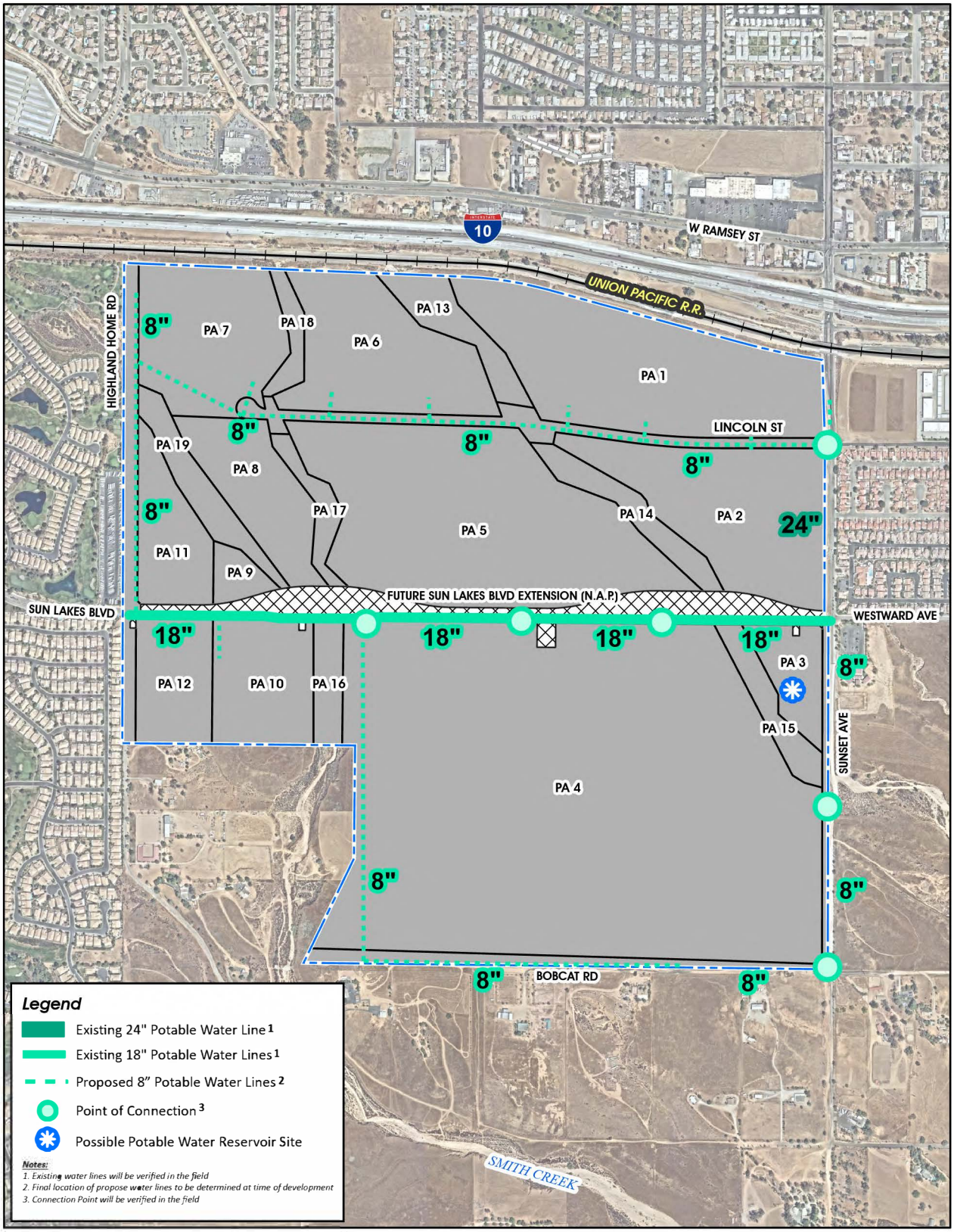

LSA

FIGURE 3-11

N

0 550 1,100

FEET

SOURCE: ESRI, Nearmap /2022), Proactive Engineering Consultants /01-2023)

I:\NPD2001\G\Potable_Water.ai (9/12/2024)

Sunset Crossroads

Potable Water Improvements of the Specific Plan

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Section 3.5.3.4, Page 3-55, REVISED Figure 3-12, revise as follows:

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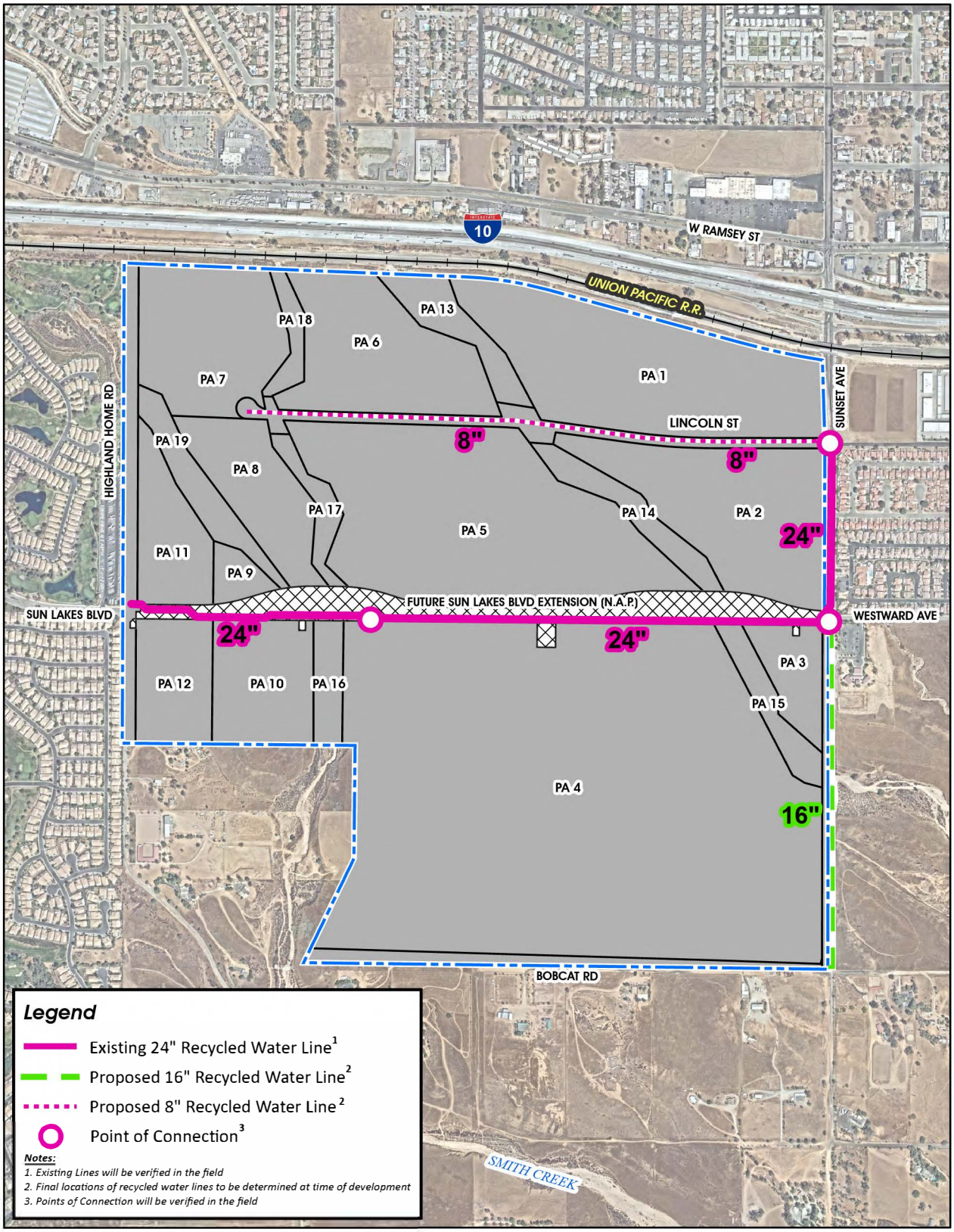

LSA

FIGURE 3-12

N

0 550 1,100

FEET

SOURCE: ESRI, Nearmap /2022), Proactive Engineering Consultants /01-2023)

I:\NPD2001\G\Recycled_Water.ai (9/12/2024)

Sunset Crossroads

Recycled Water Infrastructure of the Specific Plan

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Section 3.5.3.4, Page 3-59, REVISED Figure 3-13, revise as follows:

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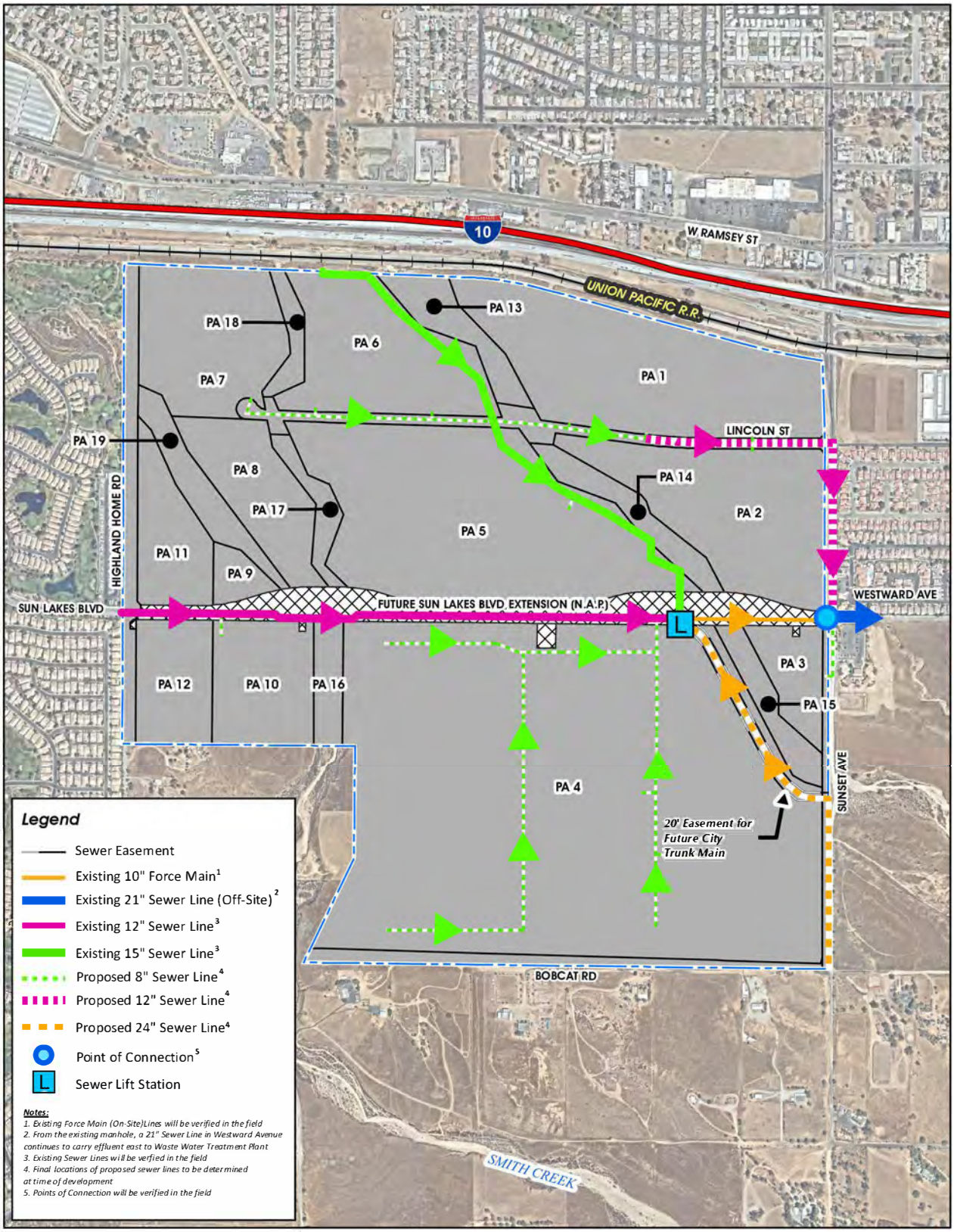

LSA

FIGURE 3-13

N

0 550 1,100

FEET

SOURCE: ESRI, Nearmap /2022), Proactive Engineering Consultants /01-2023)

I:\NPD2001\G\Conceptual_Wastewater.ai (9/12/2024)

Sunset Crossroads

Conceptual Wastewater Plan of the Specific Plan

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Section 3.5.3.5, Page 3-63, REVISED Figure 3-14, revise as follows:

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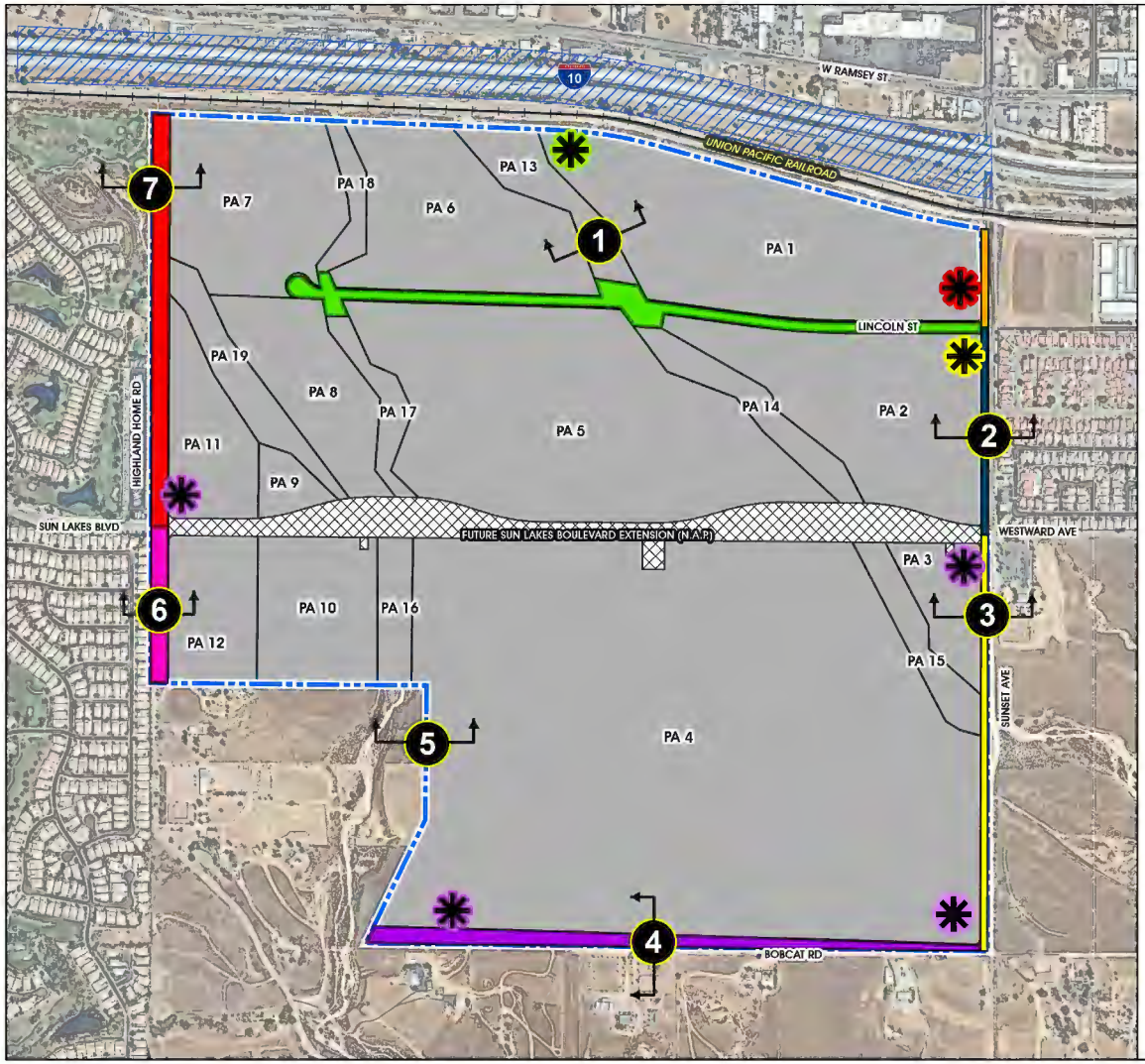

Legend

Monumentation

- Conceptual Primary Monumentation *(Figure 4-5)*
- Conceptual General Commercial Monumentation *(Figure 4-6)*
- Conceptual Industrial Monumentation *(Figure 4-7)*
- Conceptual Freeway Oriented Freestanding Sign *(Figure 4-9)*

Streetscapes

- Conceptual Lincoln Street Streetscape *(Figure 4-10)*
- Conceptual Sunset Avenue (I-10 to Lincoln Street) Streetscape *(Figure 4-11)*
- Conceptual Sunset Avenue (Lincoln Street to SLB Extension) Streetscape *(Figure 4-11A)*
- Conceptual Sunset Avenue (SLB Extension to Bobcat Road) Streetscape *(Figure 4-11B)*
- Conceptual Bobcat Road Streetscape *(Figure 4-12)*
- Conceptual Highland Home Road (North of SLB Extension) Streetscape *(Figure 4-13)*
- Conceptual Highland Home Road (South of SLB Extension) Streetscape *(Figure 4-13A)*

Interfaces

1. Conceptual Interface #1 - Commercial (PA 1) to Open Space and Industrial (PA 6) *(Figure 4-15)*
2. Conceptual Interface #2 - Industrial (PA 2) to Off-Site Residential (East) *(Figure 4-16)*
3. Conceptual Interface #3 - Industrial (PA 3) to Off-Site School Site (East) *(Figure 4-17)*
4. Conceptual Interface #4 - Industrial (PA 4) to Off-Site Residential (South) *(Figure 4-18)*
5. Conceptual Interface #5 - Industrial (PA 4) to Off-Site Open Space *(Figure 4-19)*
6. Conceptual Interface #6 - Industrial (PA 12) to Off-Site Residential (West) *(Figure 4-20)*
7. Conceptual Interface #7 - Industrial (PA 7) to Off-Site Residential (West) *(Figure 4-21)*

Notes:

1. Future SLB Extension is dedicated public right of way and will be constructed and maintained by the City of Banning.

2. This exhibit identifies the conceptual locations of entry monumentation and signage. The final locations of entry monuments and signs will be determined at the time internal streets, buildings and driveway locations are identified as part of implementing projects(s).

LSA

FIGURE 3-14

N

0 400 800

FEET

SOURCE: ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021)

I:\NPD2001\G\Master_Landscape.ai (9/12/2024)

Sunset Crossroads

Master Landscape Plan

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Section 3.5.3.6, Page 3-69, revise as follows:

The Specific Plan, as described above, would have an internal circulation system that would be designed with various streetscapes. The streetscapes would be implemented to create a sense of place and to maintain the Development Site's visual characteristics and theme. The streetscapes of the Specific Plan would also serve the functional purposes of softening and screening components of the uses developed as part of the Specific Plan. Streetscapes throughout the Specific Plan would be planted with a combination of street trees, shrubs, and large masses of groundcover. Landscape treatments would also be incorporated as part of the streetscapes and may include elements such as sidewalks, pedestrian paths, and parkway trees to enhance roadway appearances. **Figures 3-16a-f: Conceptual Streetscapes** show the conceptual streetscapes for Lincoln Street, Sunset Avenue between I-10 and Lincoln Street, Sunset Avenue between Lincoln Street and the Westward Avenue, Sunset Avenue between Westward Avenue and Bobcat Road, Bobcat Road, and Highland Home Road in the Specific Plan.

Section 3.5.3.7, Pages 3-71 through 3-82, REVISED Figures 3-16a through 3-16f, revise as follows:

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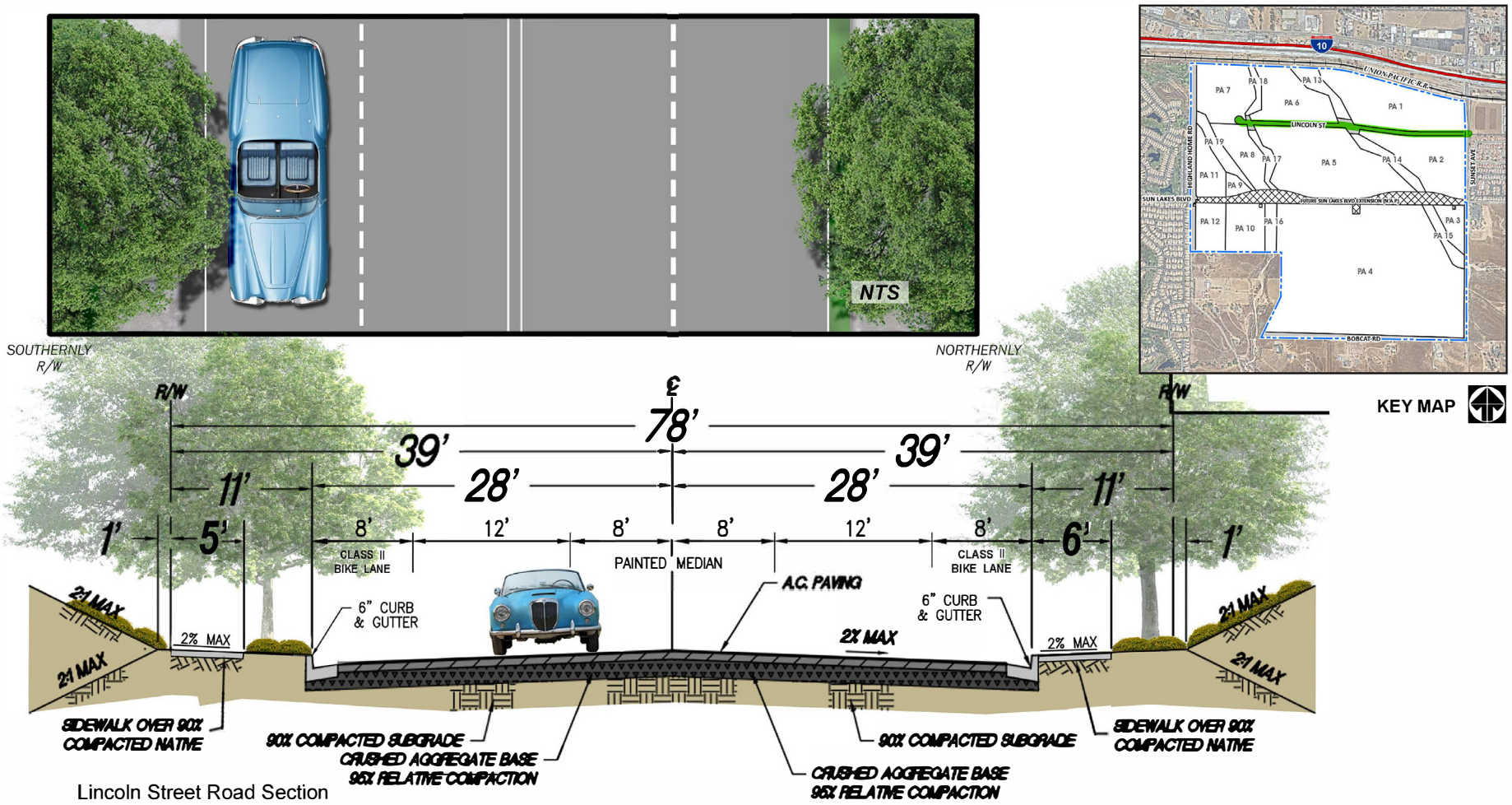

Lincoln Street Road Section

LSA

FIGURE 3-16a

NOT TO SCALE

SOURCE: Hunter Landscape

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Sunset Crossroads

Conceptual Streetscapes

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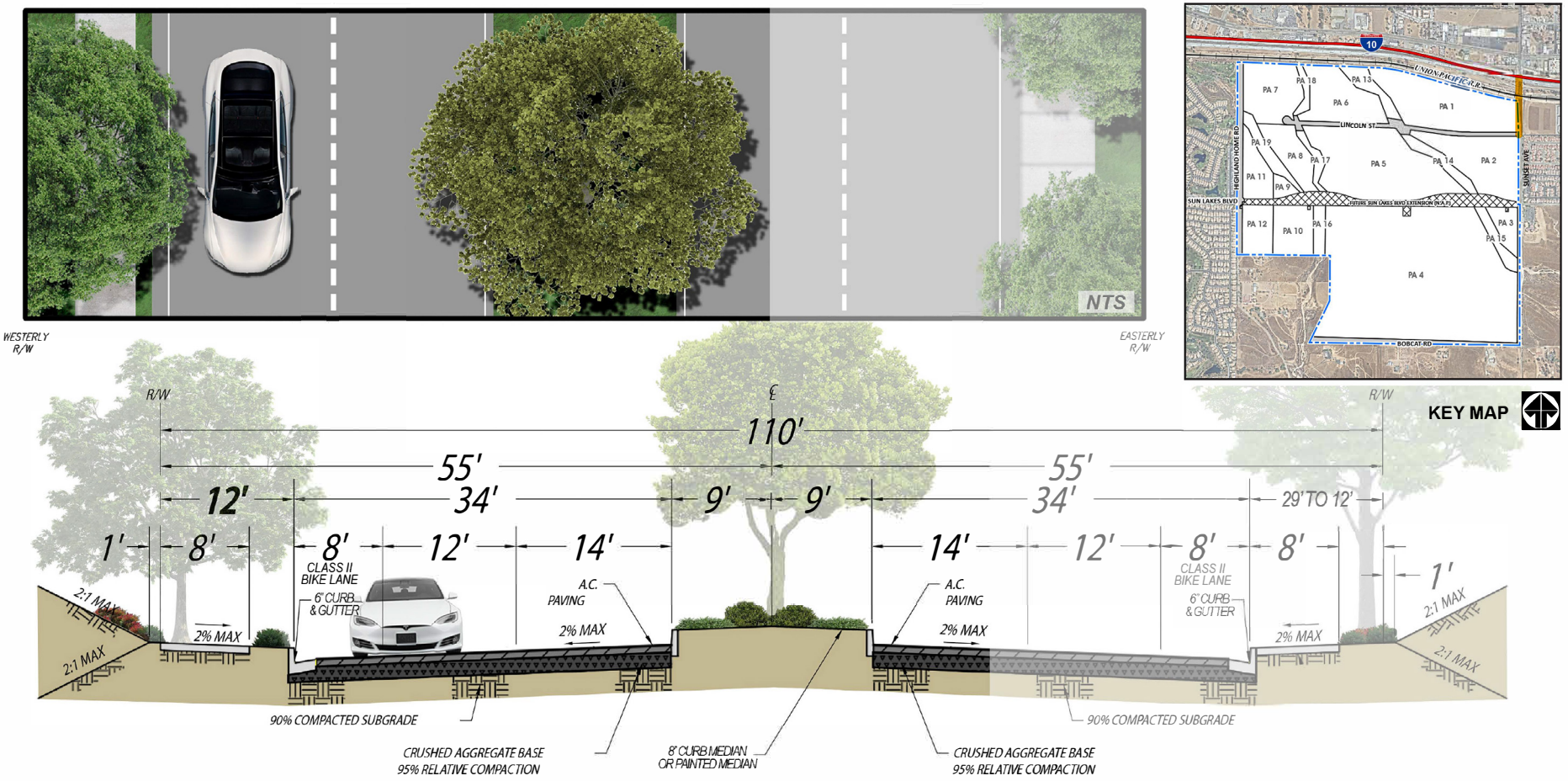

LSA

FIGURE 3-16b

NOT TO SCALE

SOURCE: Hunter Landscape

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Sunset Crossroads

Conceptual Streetscapes

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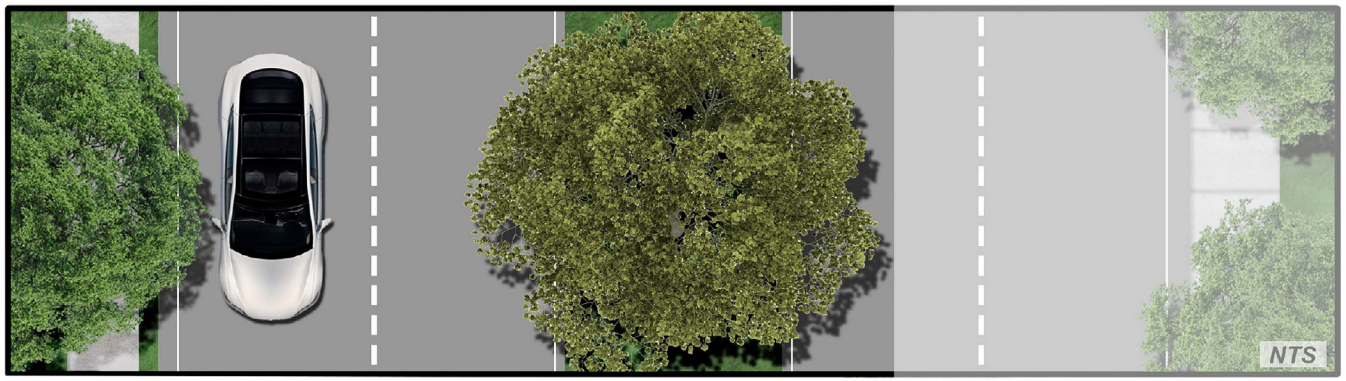
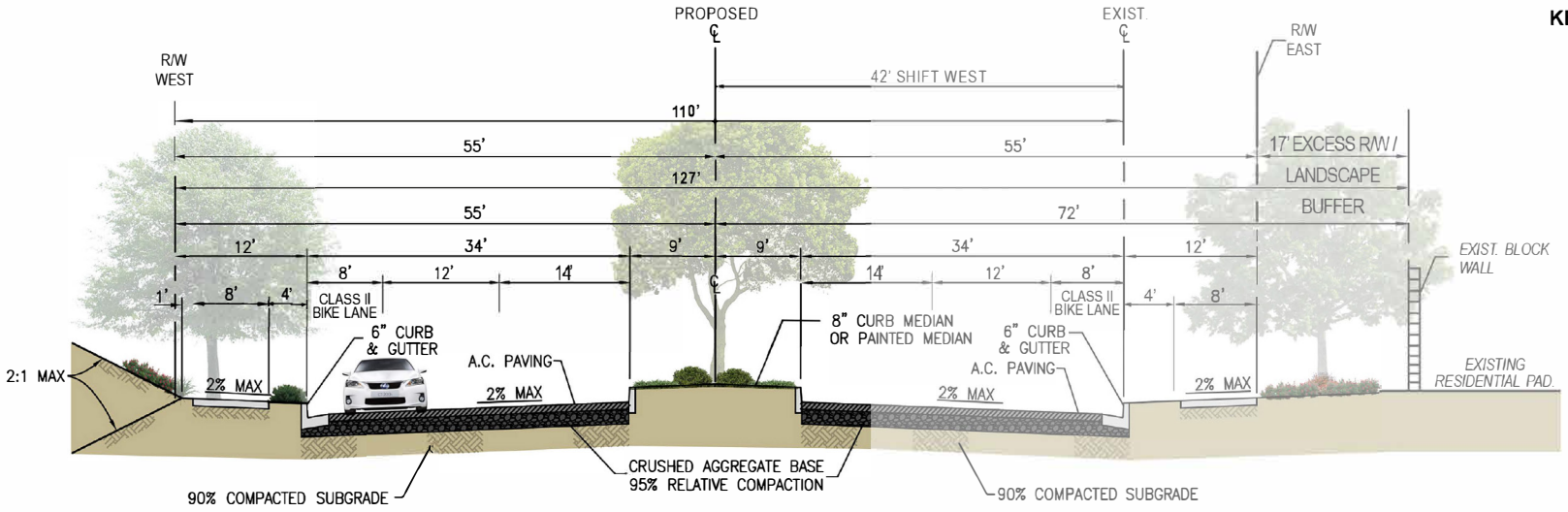




KEY MAP



LSA

FIGURE 3-16c

N

NOT TO SCALE

SOURCE: Hunter Landscape

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Sunset Crossroads

Conceptual Streetscapes

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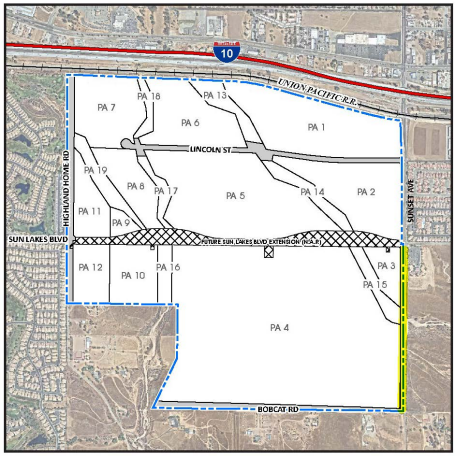
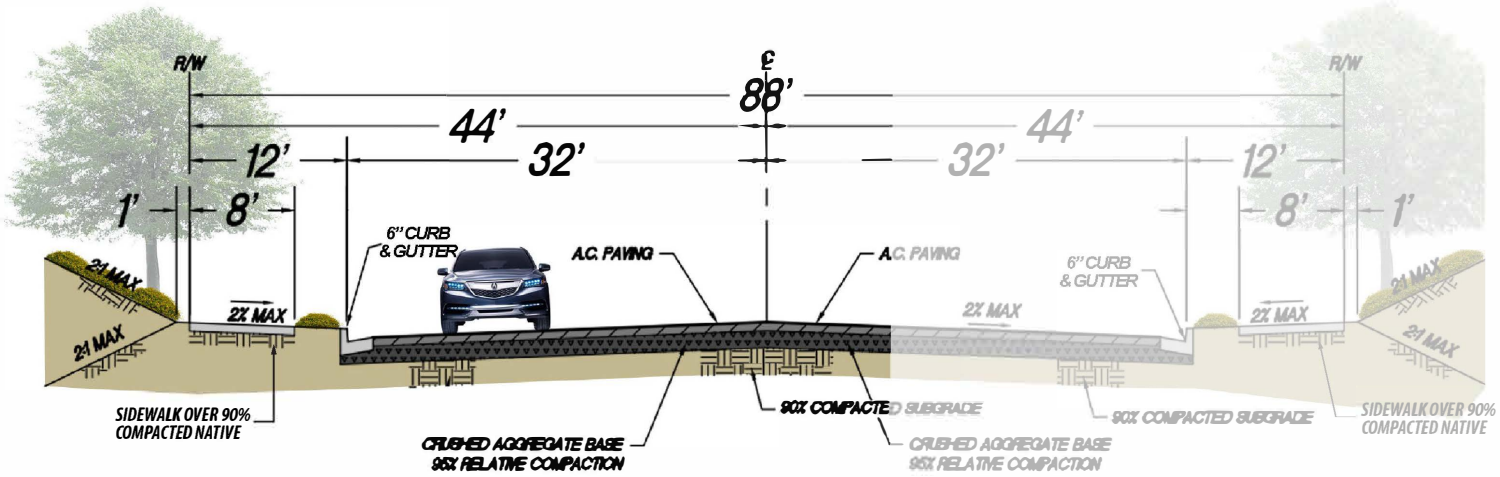
ON-SITE

OFF-SITE



KEY MAP



LSA

FIGURE 3-16d

NOT TO SCALE

SOURCE: Hunter Landscape

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Sunset Crossroads

Conceptual Streetscapes

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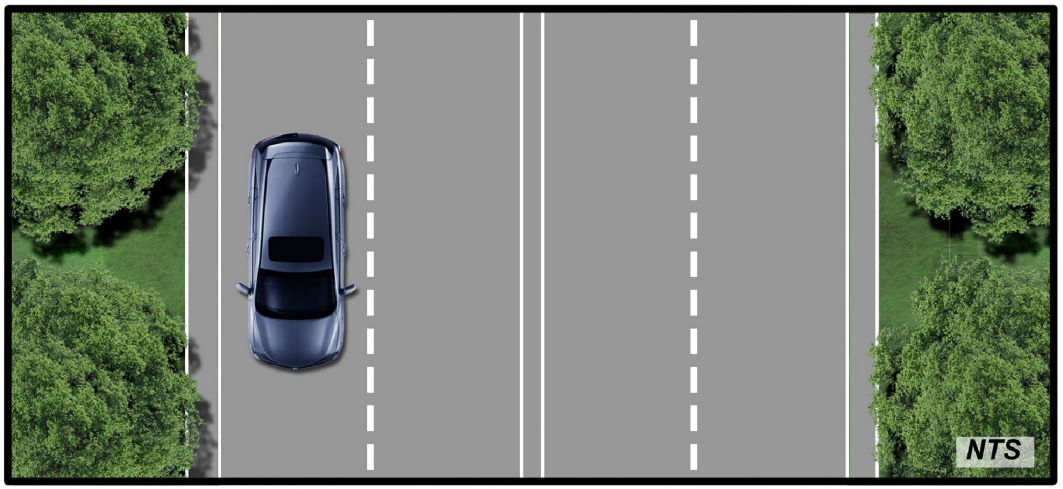
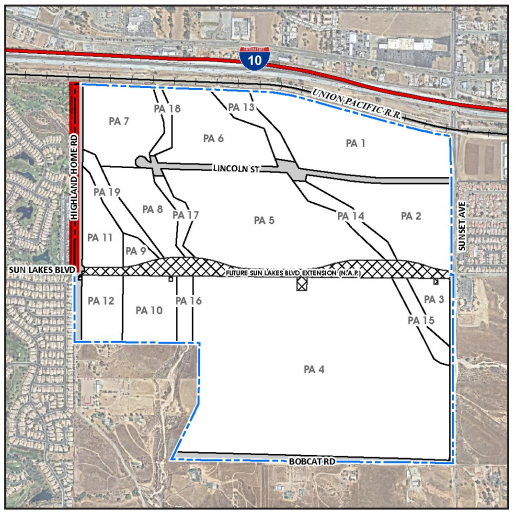
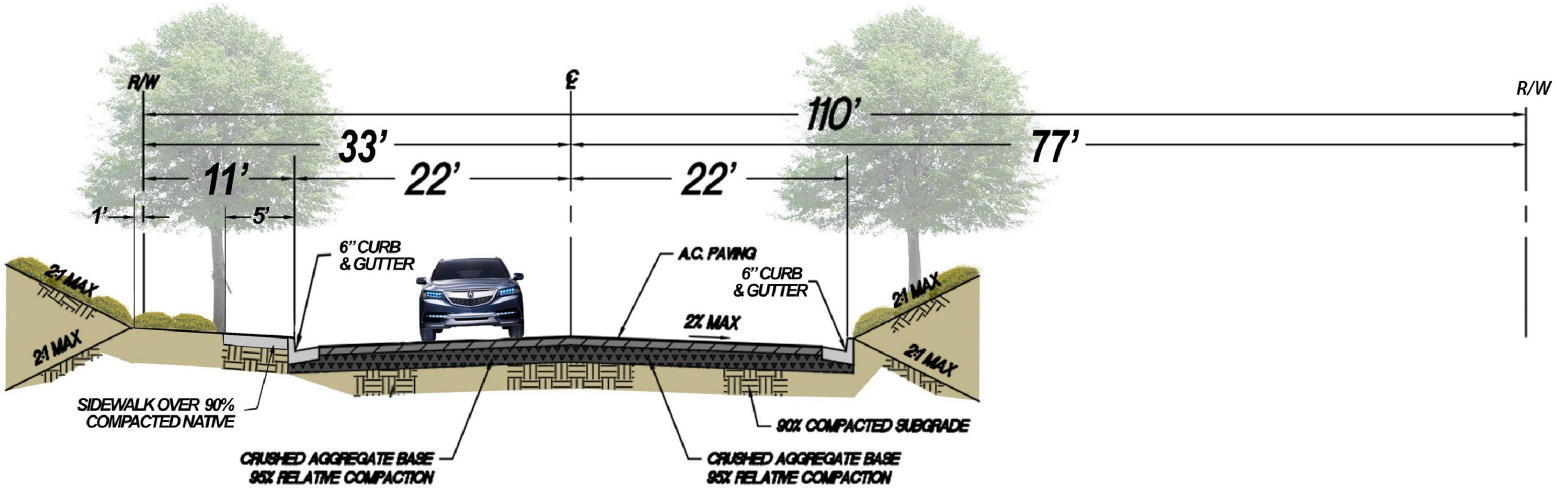




KEY MAP



LSA

FIGURE 3-16e

N

NOT TO SCALE

SOURCE: Hunter Landscape

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Sunset Crossroads

Conceptual Streetscapes

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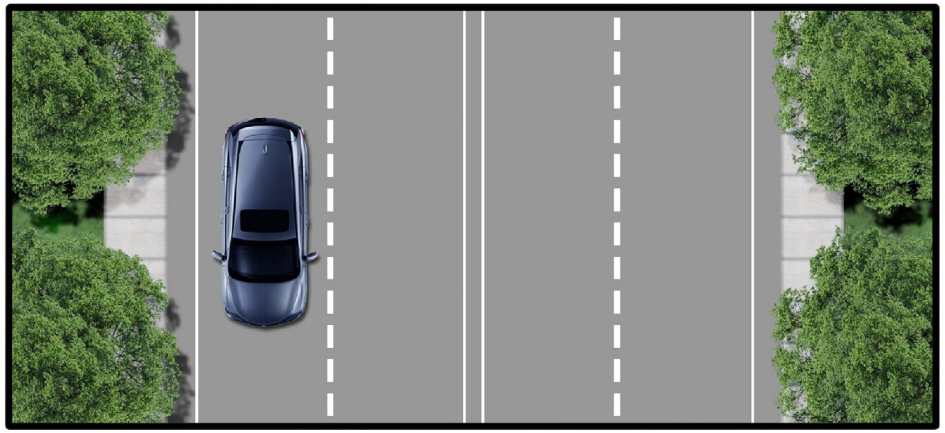
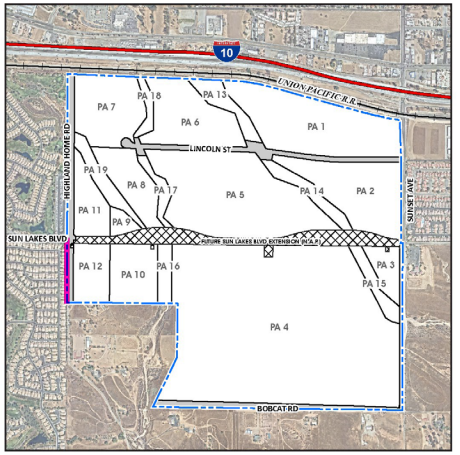
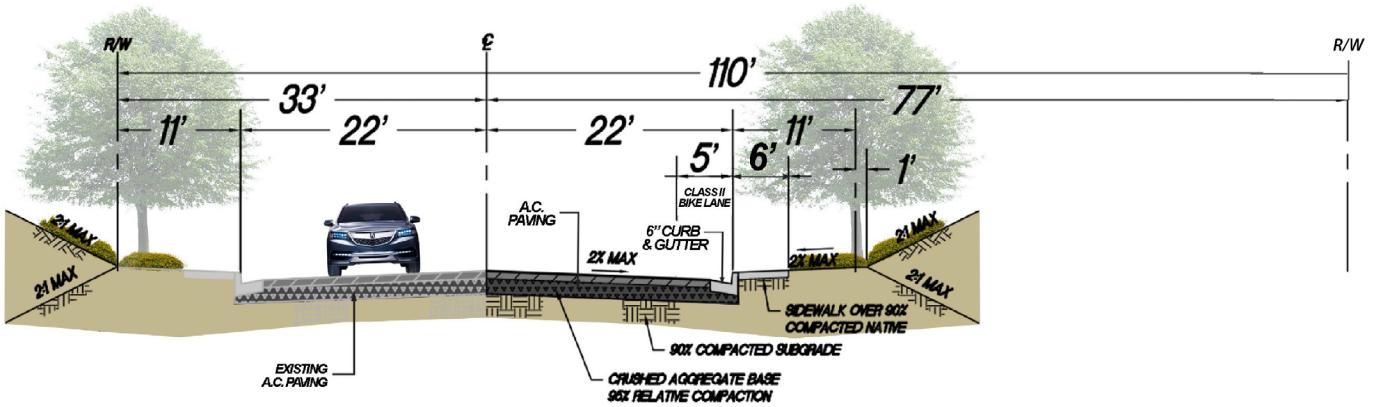




KEY MAP



LSA

FIGURE 3-16f

N

NOT TO SCALE

SOURCE: Hunter Landscape

Sunset Crossroads

Conceptual Streetscapes

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Conceptual Streetscapes Figures updated with figures consistent with revised Specific Plan, including the addition of Figure 3.16g (Appendix B).

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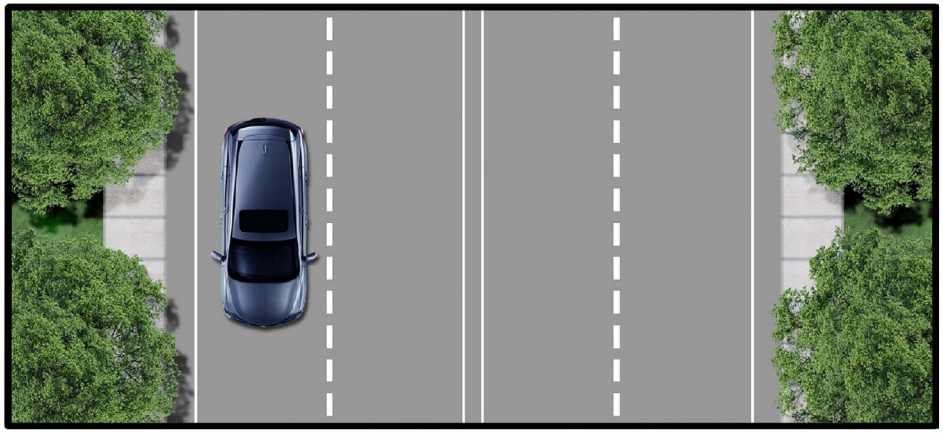
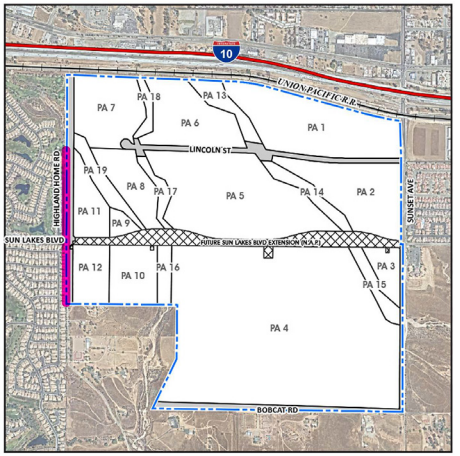
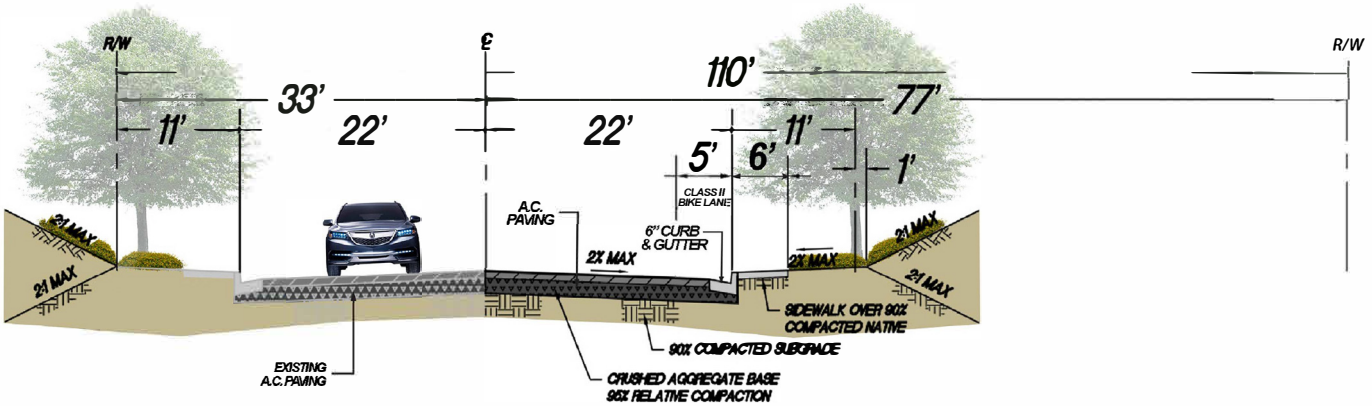




KEY MAP



LSA

FIGURE 3-16g

N

NOT TO SCALE

SOURCE: Hunter Landscape

I:\NPD2001\G\Conceptual_Streetscapes6.ai (6/18/2024)

Sunset Crossroads

Conceptual Streetscapes

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Section 3.5.3.10, Page 3-101, revise as follows:

- Modest Cool Roofs with CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance, etc. shall be provided.
- Building roofs shall comply~~be solar ready in compliance~~ with California Building Code, Title 24 ~~standards~~solar requirements.

Section 3.8, Page 3-109, revise as follows:

- **City of Banning Planning Commission**
  - Recommendation to the City Council regarding Certification of the Project EIR No. 2021020011
  - Recommendation to the City Council regarding Adoption of Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
  - Recommendation to the City Council regarding General Plan Amendment No. 20-~~2504~~2501
  - Recommendation to the City Council regarding the adoption by Ordinance of Zoning and Pre-Zoning of Specific Plan No. 20-20000002, Zone Change 20-3502
  - Recommendation to the City Council regarding the adoption of a Development Agreement
  - Recommendation to the City Council regarding approval of ~~Subdivision Map(s)~~Tentative Map No. 38118
  - Recommendation to the City Council regarding the Annexation of the Specific Plan into the City of Banning
  - Recommendation to the City Council regarding General Plan Amendment No. 22-2502 for MSJC Site
  - Recommendation to the City Council regarding the adoption by Ordinance of Zoning Change No. 22-3502 for MSJC Site
- **City of Banning City Council**
  - Water Supply Assessment Approval
  - Certification of the Project EIR No. 2021020011
  - Adoption of Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
  - Adoption by Resolution of General Plan Amendment No. 20-~~2504~~2501
  - Adoption by Ordinance of Zoning and Pre-Zoning of Specific Plan No. 20-20000002, Zone Change 20-3502
  - Approval by Ordinance of a Development Agreement
  - Approval of ~~Subdivision Map(s)~~Tentative Map No. 38118

- Approval of Resolution of Annexation of Southern Portion of the Development Site into the City of Banning
- Adoption by Resolution of General Plan Amendment No. 22-2502 for MSJC Site
- Adoption by Ordinance of Zoning Change No. 22-3502 for MSJC Site

Section 3.8.1. pages 3-109 and 3-110, revise as follows:

CEQA Guidelines Section 15124(d)(1) further requires the City, to the extent the information is known, to include a list of the agencies that are expected to use the EIR in their decision-making processes, a list of permits and other approvals required to implement the project, and a list of related environmental review/consultation requirements established by federal, State, or local law, regulation, and/or policy. Based on the Project as proposed, the following agencies may require the permits referenced below:

- Regional Water Quality Control Board (Clean Water Act, Section 401)
- California Department of Fish and Wildlife (Streambed Alteration Agreement, Section 1602)
- U.S. Fish and Wildlife Service (404 Permit)
- U.S. Army Corps of Engineers (Clean Water Act, Section 404)
- South Coast Air Quality Management District (Permit ~~Authority~~ to Construct/Permit to Operate)
- Western Riverside County Regional Conservation Authority (action)
- Riverside County Flood Control and Water Conservation District (action)

Section 4.1 Aesthetics

Revisions have been made to the following section.

Section 4.1.5.4, Page 4.1-44, second paragraph, revise as follows:

Constructing and operating the Development Project would introduce new sources of light. Most construction activities on the Development Site will occur during the hours of 7:00 a.m. to 6:00 p.m. per City Zoning Code guidelines. Any construction-related illumination during evening and nighttime hours would consist of the minimum lighting required for safety and security purposes only and would occur only for the duration required for the temporary construction process. All outdoor lighting on public right of ways shall ~~incorporate~~ adhere to City of Banning standards set forth in Section 17.24.100 (Outdoor Lighting) of the City's Zoning Ordinance~~, measures to aid in reducing light pollution, or as approved by the Community Development Director~~. Low-level security lighting may be provided for the park, tot lot playground, trails, parking lot, and restrooms. The trails and parking lot may include bollard lighting while the tot lot playground and restrooms may include security lighting. As a project design feature, lighting on the Development Site shall adhere to the following Development Standards: lighting shall be limited to that necessary to light the project site; no lighting source shall be visible; or shall be permitted to spill over to adjacent properties; lighting shall not be permitted which blinks, flashes, or is of unusually high intensity or brightness; all lighting fixtures shall not have a visible light source and must be shielded and directed downward and away from adjoining properties and public rights-of-way; lighting in commercial and industrial projects should be only the minimum required for safety and security; light standards should be limited to eighteen to thirty-four

feet; lighting should be integrated into the structure's architecture to the greatest extent possible (refer to Section 3.1 of Appendix B, Specific Plan). In parking areas, the Specific Plan requires that adequate illumination for security and safety be provided in all parking areas. Lighting shall be energy efficient. Any illumination, including security lighting, shall be shielded, with visibility of light source eliminated and directed away from adjoining properties and public rights of way (refer to Section 3.1 of Appendix B, Specific Plan). The Specific Plan's Outdoor Lighting Guidelines (refer to Section 4.3.9 of Appendix B, Specific Plan) also indicate that the Development Site would minimize glare and "spill over" light onto public streets, open space, Interstate-10 and adjacent properties by using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for structures, parking, loading, unloading, and similar areas. As a project design feature, night lighting will be directed away from the conserved areas to protect species within the conserved areas from direct night lighting. Shielding shall be incorporated in the Development Project designs to ensure that ambient lighting in the conserved areas is not increased. With implementation of this project design feature and due to the limited nature of nighttime construction lighting, light resulting from construction activities would not substantially impact sensitive uses, substantially alter the character of off-site areas surrounding the Site nor interfere with the performance of an off-site activity. For further detail, please refer to~~ence~~ Section 4.~~0~~4, Biological Resources. Therefore, construction of the Development Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be ***less than significant*****.**

Page 4.1.45, revise as follows:

The Development Project would introduce new sources of light on the Development Site through development of general commercial, industrial, and open space-parks uses on the Site. The Development Site would be divided into 19 PAs. PA 1 would permit a maximum of 268,400 square feet of leisure, retail, and entertainment development to occur as well as a freeway accessible 125-room hotel and a complete Travel Center. PAs 2 through 10 would allow for the maximum development of 5,450,000 square feet of industrial development while PAs 11 and 12 would include a 5.0-acre passive park with associated trails and a passive trail system, respectively. Low-level security lighting may be provided for the park, tot lot playground, trails, parking lot, and restrooms. The trails and parking lot may include bollard lighting while the tot lot playground and restrooms may include security lighting. Low-level security lighting may be provided for the park, tot lot playground, trails, parking lot, and restrooms. The trails and parking lot may include bollard lighting while the tot lot playground and restrooms may include security lighting. PAs 13 through 19 would remain as undisturbed open spaces except for required road and infrastructure crossings. Overall, the Development Project~~.~~ would add new sources of daytime glare and nighttime lighting to an area that is not generating glare or day or nighttime illumination. To reduce lighting on the Development Site, the Specific Plan requires all new development that would be built on the Development Site to adhere to the lighting requirements set forth in Development Standards and Development Guidelines in the Specific Plan.~~applicable City of Banning outdoor lighting standards on building facades as well as in surface parking lots, parks, trails, and other walkways throughout the site~~. The Development Project requires any development that occurs on the Site to adhere to the following Specific Plan guidelines pertaining to light and glare:

Section 4.3 Air Quality

Revisions have been made to the following sections.

Page 4.3-1, first paragraph, revise as follows:

This section is based on the Air Quality Impact Analysis[2] and Health Risk Assessment[3] prepared by LSA and attached to this Environmental Impact Report (EIR) in **Appendices C-1** and **C-2,** respectively. Based on comments received during public review, supplemental health risk[4] and air quality analyses[5] were conducted to account for increased truck trip lengths and emissions from transport refrigeration units (TRUs). These additional analyses are provided as Final EIR **Appendices C-4 and C-5**, respectively. This section describes existing air quality and evaluates short-term impacts during construction, long-term emissions associated with operation, and how potential impacts correlate to human health.

Section 4.3.6.1, page 4.3-11, second to last paragraph, revise as follows:

Consistency Criterion No. 2 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated under Thresholds 4.3.2 and 4.3.3 below, the Development Project's localized construction-source emissions would not exceed applicable LST thresholds. Despite ~~Additionally, with~~ implementation of **Mitigation Measure AIR-1**, the Development Project's regional construction-source emissions would ~~not~~ exceed the applicable regional thresholds. As such, construction of the Development Project would ~~not~~ have the potential to result in a significant impact with respect to this criterion, would ~~no~~t have the potential to conflict with the AQMP according to this criterion, and would ~~not~~ be potentially significant.

Section 4.3.6.1, pages 4.3-34 through 4.3-36, revise Mitigation Measures AIR-1 and AIR-2 as follows:

MM AIR -1 Implement the following measures during construction:

- Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Banning Electric Utility (BEU). If BEU does not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in this Mitigation Measure below), the establishment of a temporary electric charging area also will not be required. If

2 LSA Associates, Inc. 2023c. *Air Quality Impact Analysis, Sunset Crossroads Specific Plan*. October.

3 LSA Associates, Inc. 2023d. *Health Risk Assessment, Sunset Crossroads Specific Plan*. March.

4 LSA Associates, Inc. 2024. *Supplemental Memorandum Regarding Operational Emissions from Transport Refrigeration Units (TRUs) and updated Health Risk Assessment for the Proposed Sunset Crossroads Specific Plan Project*, May.

5 Urban Crossroads. 2024. *Sunset Crossroads Supplemental Air Quality Analysis*. June.

the contractor(s) equipment fleet includes this equipment and BEU approval is secured, the temporary charging location shall be established upon issuance of grading permits and building permits.

- If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the construction requirements during the building, construction, paving, and architectural coating phases of Project construction, such equipment shall be used during on-site construction. This requirement shall be noted on plans submitted for building permit issuance.

- ~~During construction of the proposed Development Project~~ If electric or non-diesel off-road truck and construction support equipment are not available~~, then during construction of the proposed Development Project,~~ then the Project contractor shall ensure all 50 horsepower or more off-road diesel-powered construction equipment is powered with California Air Resources Board (CARB) certified Tier 4 Final engines or the equivalent.

- Construction contractors shall maintain records of all off-road diesel construction equipment associated with on-site construction to document that each off-road diesel construction equipment used meets required emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City staff or their designee.

- During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

- During construction of the proposed Development Project, the Project contractor shall only use interior paints with low volatile organic compound (VOC) content with a maximum concentration of 30 grams per liter (g/L) for residential building architectural coating to reduce VOC emissions. All building and site plans shall note use of paints with a low VOC content with a maximum concentration of 30 g/L verified.

- The City of Banning shall verify these requirements ~~his two-part measure has~~ have been incorporated into construction plans prior to issuance of any construction permits and during architectural coating activities.

MM AIR-2 The following multi-part mitigation measure shall be implemented during Project operation:

- Implement Mitigation Measures GHG-5, GHG-5, ~~and~~ GHG-6 and GHG-7.

- All facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site shall meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on site demonstrating compliance with this requirement and shall make records available for inspection by the City of Banning, SCAQMD, and State upon request.

- All on-site cargo handling equipment including yard trucks, hostlers, yard goats, pallet jacks, forklifts and other on-site equipment shall be electric with the necessary electrical plug-in charging included in the design of the Development Project electrical system, buildings, and equipment storage and parking areas.

- Tenant lease agreements for the Development Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3~~5~~ minutes while on site. The idling restriction will be presented on signs at the entrance to the industrial portions of the Development Project as well as at loading docks and truck parking areas.

- All facility operators shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- Interior- and exterior-facing signs, including signs directed at all dock and delivery areas, shall be provided identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.

- At buildout of the industrial land uses a minimum of 50 ~~Level 3 AC~~ Class 8 electric vehicle (EV) truck chargers shall be installed at the tractor trailer parking spaces in logical locations to facilitate electric truck charging. These chargers shall have the power rating sufficient to charge a Class 8 truck battery,

- For the warehouse/industrial portions of the Development Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to all tractor trailer parking spaces in logical locations on site to facilitate future electric truck charging.

- ~~At buildout,~~The Development Project shall include the higher value of either:

    - At least 350 Level 2 AC EV chargers; or

    - A percentage of total parking spaces with Level 2 AC EV chargers to comply with the minimum requirements of the California Code of Regulations (CCR), Title 24, Part 11: California Green Building Standards Code.

- The provision of EV charges in each parking lot shall occur prior to the occupancy of uses for said lots.

- All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric TRUs. A condition of approval shall be included for the cold storage facility that requires that by buildout at least 90 percent of trucks with TRUs are fully electric.

- Prior to issuance of occupancy permits for the industrial/warehouse area, the Development Project operators employing 200 or more employees shall be required to establish and promote a rideshare program, prepare and submit a Transportation Demand Management Program detailing strategies that discourage single-occupancy vehicle trips by employees by increasing and providing financial incentives for alternate modes of transportation, including carpooling/vanpools, public transit, and biking.

- Signs at every truck exit driveway shall be provided showing directional information to the truck route.

- Every tenant shall be required to train staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall also be required to maintain records on site demonstrating compliance and make records available for inspection by the City of Banning, SCAQMD, and State upon request.

- Tenants shall be required to enroll in the United States Environmental Protection Agency's SmartWay program, and tenants shall be required to use carriers that are SmartWay carriers.

- Industrial and commercial buildings within the Development Project shall be all electric unless the land use requires natural gas (i.e., restaurants, bakeries, dental and medical laboratories)

- Tenants shall be provided with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

Section 4.3.6.1, page 4.3-36, revise as follows:

Level of Significance After Mitigation: The proposed Development Project would not be consistent with the 2022 AQMP because the employment projections for the Development Site would increase with implementation of the Project, and the Development Project would result in VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions that would exceed SCAQMD thresholds without mitigation. Despite ~~i~~Implementation of Mitigation Measure AIR-1, ~~would reduce~~ construction VOC emissions associated with the Development Project would still be ~~to a less than~~ significant. ~~level. However~~, Eemissions associated with operation of the Development Project would also remain significant and unavoidable

for NO_x, PM10, and PM2.5 even with implementation of the planned project design features and Mitigation Measure AIR-2.

Section 4.3.6.2, page 4.3.44, 'Operational Emissions', the last sentence of the second paragraph is modified to read:

A truck trip length of 40 miles for heavy duty trucks only was assumed based on previous recommendations by the SCAQMD.

Section 4.3.6.2, page 4.3.44, 'Operational Emissions', following second paragraph, add:

In response to public comments received on the Draft EIR, the air emission totals for the Development Project were updated based on the updated, increased truck trip lengths (see Final EIR, Appendix C-5) and included calculations for TRU emissions (see Final EIR, Appendix C-4). The trip lengths for trucks by axle type was determined based on SCAQMD's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Implementation Guidelines, which provide for a 40 mile average trip length for Class 8 or 4 axle trucks, a 14.2 mile average trip length for Class 3-7 or 3 axle trucks, and a 15.3 average trip length for Class 2b-3 or 2 axle trucks. Based on the number of each truck type (obtained from the Supplemental Traffic Analysis, Draft EIR, Appendix J-3) a weighted average trip length was calculated, The resulting weighted trip length was input into CalEEMod. TRU emissions were conservatively calculated to assume the trucks accessing the on-site cold storage buildings (Buildings 5 and 6) would include diesel powered TRUs operating for four (4) hours per day on site, notwithstanding regulatory requirements that phase out diesel powered TRU engines by 2030. The operational emissions at buildout of the Development Project resulting from the revised modeling is identified in Revised Tables 4.3.M (unmitigated) and 4.3.N (mitigated.)

Section 4.3.6.2, page 4.3-47, REVISED Table 4.3.M, revise as follows:

REVISED Table 4.3.M: Regional Combined Construction and Operational Emissions – Opening Year of Phase 4 (2027) (Buildout)

Source	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	130	<1	<1	<1	<1	<1
Energy Sources	2	15	13	<1	1	1
Light-Duty Mobile Sources	33	37	409	1	145	39
Heavy-Duty Mobile Sources	~~7~~ 8	~~299~~ 352	~~102~~ 114	~~1~~ 2	~~60~~ 74	~~19~~ 23
Truck TRU Sources	13	15	2	<1	<1	<1
Warehouse Equipment	6	81	413	<1	3	3
Total Operational Emissions[1]	**~~177~~ 191**	**~~432~~ 500**	**~~937~~ 951**	**3**	**~~210~~ 223**	**~~62~~ 66**
2027 Construction Emissions	334	7	48	<1	9	4
Total Project Emissions	**~~511~~ 525**	**~~439~~ 507**	**~~985~~ 999**	**~~3~~**	**~~219~~ 232**	**~~66~~ 70**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
New Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source(s): Compiled by LSA Associates, Inc. (October 2023), Table 5 *Sunset Crossroads Supplemental Air Quality Assessment*, Urban Crossroads, June 2024 (Final EIR Appendix C-5)

[1] Includes operational emissions of Phases 1 through 4.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOCs = volatile organic compounds

Section 4.3.6.2, page 4.3-46, REVISED Table 4.3.N, revise as follows:

REVISED Table 4.3.N: Total Regional Mitigated Combined Construction and Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 Combined Emissions	962	217	488	2	130	43
Phase 2 Combined Emissions	880	326	673	2	201	64
Phase 3 Combined Emissions	869	352	650	3	209	63
Phase 4 Combined Emissions	506	357	572	3	216	63
Completed Development Project	~~172~~ 186	~~350~~ 418	~~524~~ 537	3	~~207~~ 220	~~59~~ 63
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
REVISED Emissions Completed Development Project	186	418	537	3	220	53
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
New Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source(s): Compiled by LSA Associates, Inc. (October 2023); Tables 6 and 8, *Sunset Crossroads Supplemental Air Quality Assessment*, Urban Crossroads, June 2024 (Final EIR Appendix C-5)
Note: For Phase 1-4 Combined Construction and Operational Emissions as indicated in Draft EIR Table 4.2.N because the supplemental assessment only updated the **completed** Development Project emissions with revised trip length and TRU data.
Note: Combined Emissions means the combination of concurrent construction emissions and operational emissions.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

Section 4.3.6.2, page 4.3-50, second paragraph, revise as follows:

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. Under the worst case condition, as shown in **REVISED Table 4.3.N**, the Project would generate a maximum of 357 lbs/day of NO_X during Phase 4 operations combined with 2027 construction (5.4 percent of 6,620 lbs/day). As shown in **REVISED Table 4.3.N**, the Project would generate a maximum of 962 lbs/day of VOC emissions during Phase 1 operations combined with 2024 construction (1.1 percent of 89,190 lbs/day). At buildout of the Development Project, emissions of NOx and VOC total 186 and 418 lbs/day, respectively (or 6.3 and 0.2 percent of the 20 year exposures for NOx and VOC cited above.)

Section 4.3.6.3, page 4.3-55, after first paragraph, add as follows:

The HRA was supplemented to address public comments (see Supplemental Memorandum Regarding Operational Emissions from Transport Refrigeration Units (TRUs) and updated Health Risk Assessment for the Proposed Sunset Crossroads Specific Plan Project which is included in the Final EIR as Appendix C-4.) The GHG emissions totals for the Development Project were updated based on the updated CalEEMod run for truck trip lengths and the updated calculations for TRU emissions.

Section 4.3.6.3, page 4.3-56, REVISED Table 4.3.Q, revise as follows:

REVISED Table 4.3.Q: Health Risk Levels for Nearby Residents and Students

Location	Maximum Cancer Risk	Maximum Noncancer Chronic Risk (Hazard Index)	Maximum Noncancer Acute Risk (Hazard Index)
Residential & Student MEI Risks	~~3.3~~ 3.8 in 1 million	0.001~~08~~	0.0003~~5~~
Worker MEI Risks	0.~~02~~25 in 1 million	0.0008~~1~~	0.0003~~1~~
SCAQMD Significance Threshold	**10 in 1 million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Sources: Compiled by LSA Associates, Inc. (2022); Supplemental Memorandum Regarding Operational Emissions from Transport Refrigeration Units (TRUs) and updated Health Risk Assessment for the Proposed Sunset Crossroads Specific Plan Project, LSA Associates, Inc., May 2024.
MEI = maximum exposed individual
SCAQMD = South Coast Air Quality Management District

Section 4.3.6.3, page 4.3-56 first three paragraphs, revise as follows:

As shown in **REVISED Table 4.3.Q**, the Acute HI would be 0.0003~~5~~ for the residential and student MEI and 0.0003~~1~~ for the worker MEI, both less than the threshold of 1.0. Acute impacts are a result of exposure to contaminant concentrations at extremely high levels. The proposed Project would operate in an outdoor environment. As demonstrated by the results of the analysis, air dispersion between the emission sources and the receptor locations would substantially limit contaminant concentrations to the extent that a significant acute risk would not occur.

REVISED Table 4.3.Q also shows the carcinogenic and chronic health risks from the operation of the proposed Project. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). As shown in **REVISED Table 4.3.Q**, the additional emissions from TRUs on all trucks servicing the cold storage for Buildings 5 and 6, the additional emissions from vehicles exiting I-10 to Sunset Avenue and Highland Springs Avenue, and the relocation of the portion of Sunset Avenue between Westward Avenue and Lincoln Street, 42 feet to the west, would increase the overall cancer risk to the Residential and Student Maximum Exposed Individual (MEI) from 3.3 in one million to 3.8 in one million which would be less than the threshold of 10 in 1 million. For the Worker MEI, the potential cancer risk would increase from 0.02 in one million to 0.25 in one million.~~The maximum cancer risk for the residential MEI would be 3.3 in 1 million, which would be less than the threshold of 10 in 1 million. The maximum cancer risk for the worker MEI would be 0.02 in 1 million, which would be less than the threshold of 10 in 1 million.~~ The chronic health risks from the operation of the proposed Project are also shown in **REVISED Table 4.3.Q**. The health risk levels for the students attending the school (Mount San Jacinto College) campus would be lower than the residential levels due to the normal attendance period being less than 30 years.

As shown in **REVISED Table 4.3.Q**, the future health risk to nearby residents, students, and workers from Project-related emissions of TACs from the operation of the proposed Project would be below the SCAQMD's HRA thresholds. The results of the **REVISED Table 4.3.Q** shows the changes to the chronic and acute health risk levels based on the remodeled HRA. These results indicate that the

additional emissions and project updates would not result in any new significant health risk impacts from those previously described in the Draft EIR. No significant health risk would occur from the operation of the Project, and no mitigation is necessary. The HARP modeling reports and AERMOD information were previously ~~are~~ included as ~~in~~ **Appendix C-1** of the Draft EIR, while the Supplemental Health Risk Assessment has been included as Appendix C-4 of the Final EIR.

Section 4.4 Biological Resources

Revisions have been made to the following sections.

Section 4.4.6.1, Pages 4.4-26 and 4.4-27, Mitigation Measures MM BIO-6, MM BIO-7 and MM BIO-8, revise as follows:

MM BIO-6 **MSHCP Best Management Practices (BMPs).** Development Project activities will be in compliance with BMPs, as applicable, detailed in MSHCP *Volume 1, Section 7.5.3,* and *Appendix C* of the MSHCP. The Project Determination of Biologically Equivalent or Superior Preservation (DBESP) would provide regulations consistent with the MSHCP BMPs, and the Development Project ~~would~~ shall comply with all DBESP regulations.

MM BIO-7 **Burrowing Owl Impacts.** To avoid direct and indirect impacts to burrowing owl, a pre-construction survey shall be conducted in areas to be disturbed by a qualified biologist within 30 days prior to ground disturbance at the Development Site and submitted to the City. If construction activities occur during the breeding season (February 1 through August 31) and burrowing owl is determined to be present within any portion of the ~~study area~~ Development Site during the pre-construction survey, consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) shall take place, and no construction activity shall take place within a 300-foot buffer zone. This buffer area may be reduced at the discretion of the biological monitor in consultation with CDFW and/or USFWS, until it has been determined that the nest/burrow is no longer active and all juveniles have fledged the nest/burrow.

To avoid active nests, no grading or heavy equipment activity shall take place in the buffer zone during the breeding season (February 1 through August 31). If construction activities cannot avoid the nesting season and an occupied burrow is identified in a proposed development area, the burrows shall be avoided or the owls passively relocated. A Burrowing Owl Protection and Relocation Plan will be required and is included under MM BIO-8.

MM BIO-8 **Burrowing Owl Protection and Relocation Plan.** Within 90 days of the commencement of grading, a Burrowing Owl Protection and Relocation Plan would be drafted and reviewed by CDFW to ensure MSHCP guidelines for protection and/or relocation are followed. As part of that plan, one-way doors shall be installed as part of a passive relocation program. Burrowing owl burrows shall be hand-excavated by a qualified biologist when determined to be unoccupied and backfilled to ensure

animals do not re-enter. Disturbance to active burrows shall be minimized to the extent feasible.

~~If less than three pairs of burrowing owl are identified on the Development Site during pre-construction clearance surveys, no additional mitigation is required.~~ If three or more pairs of burrowing owl are identified, MSHCP guidelines require additional conservation land be set aside to off-set the significant impacts to burrowing owl in a project site outside of a cell criteria area. In all scenarios, including the detection of additional burrowing owls, mitigation and equivalency will be achieved through the Development Project following all MSHCP guidelines and the direction of the Environmental Programs Department, Western Riverside County Regional Conservation Authority, and/or the Wildlife Agencies.

Section 4.4.6.1, Pages 4.4-28 through 4.4-31, Mitigation Measures MM BIO-13, MM BIO-14, and MM BIO-15, revise as follows:

MM BIO-13 Mitigation for impacts to Riparian/Riverine areas covered under the MSHCP would be achieved by conserving all remaining riparian/riverine lands on the Project Site (7.92 of 8.99-acres) as well as a surrounding buffer of approximately 32.58-acres. These areas will be preserved in perpetuity through the use of a deed restriction and/or conservation easement as further described in MM BIO-15. To mitigate for Project impacts to 1.07-acre of riparian/riverine, a minimum of 3.21-acres of Project Site riparian habitat will be enhanced and restored (a 3:1 ratio for permanent impacts), with riparian habitat spread throughout all three features within the Project Site, for compliance with the requirements of the MSHCP. Non-native invasive species will be removed (enhancement) and native riparian species will be planted (restored) which will increase the function and value of the currently disturbed drainage features following mitigation. In the event that land on the Project Site cannot be conserved, then the applicant shall either (1) contribute ~~through several options: (1) contribution of~~ land at a 3:1 ratio containing similar habitat and jurisdictional areas to the Reserve Assembly; or (2) ~~land dedicated at 3:1 mitigation ratio in fee title toward conservation and managed by third party conservation entity; or (3)~~make a fee payment ~~made~~ to a mitigation bank ~~of~~ pursuant to an in-lieu fee program at a 3:1 mitigation ratio ~~or (4) through creation and enhancement of riparian habitat at 3:1 mitigation ratio within the project area using the disturbed and non-native vegetation areas within Highland Wash, Smith Creek, and Pershing Creek. As part of the restoration effort, a Habitat Restoration and Monitoring Plan (HRMP) will be prepared and is included as MM BIO-14.~~

MM BIO-14 ~~A Habitat Restoration and Monitoring Plan (HRMP) will be reviewed and approved by the City prior to commencement of construction activities on the Development Site. The HRMP will include species information, success criteria and mapped location(s) for the proposed on-site riparian/riverine mitigation, and a habitat viability analysis for the proposed new areas of riparian vegetation. The location of the proposed riparian restoration areas will be provided to the City for review. The plan will be prepared by a qualified restoration consultant and will be utilizing local native plant~~

~~species in the planting pallet. This plan typically includes a 5-year monitoring element to ensure that restoration efforts are successful.~~ If habitat mitigation on the Project Site or at land contributed by the applicant is the selected means of mitigation, then as part of the restoration effort, a Habitat Restoration and Monitoring Plan (HRMP) will be prepared by a qualified restoration consultant and will be reviewed and approved by the City prior to commencement of construction activities on the Project Site. The exact location of the proposed riparian restoration areas (whether on-site or off-site) will be provided to the City for review and approval. If off-site mitigation areas are selected, the applicant shall have control of the mitigation area prior to commencement of construction. However, the off-site mitigation option is not anticipated at this time.

The HRMP shall provide a plan for removal of non-native invasive species (enhancement) and planting of native riparian species (restoration) which will increase the function and value of the currently disturbed drainage features following mitigation and will be designed to assure that installation of the proposed mitigation will result in an outcome that would be biologically equivalent or superior to an avoidance measure. The HRMP will include species information, success criteria and mapped location(s) for the proposed on-site riparian/riverine mitigation, and a habitat viability analysis for the proposed new areas of riparian vegetation and will also include:

- Removal of non-native invasive species, such as tamarisk (*Tamarix aphylla*), giant reed (*Arundo donax*), and castor bean (*Ricinus communis*);

- Removal of trash and debris associated with human disturbance will be removed.

- Planting of boxed riparian trees, container plantings, and hand broadcasting, with Riparian/Riverine species to be planted to match the existing riparian/riverine trees and include plant species such as Fremont cottonwood (*Populus fremontii*), Goodding's black willow, arroyo willow (*Salix lasiolepis*), and/or mule fat and, along the upland benches, planting of more upland species such as scale broom (*Lepidospartum squamatum*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), brittlebush (*Encelia californi*ca), pinebush (*Ericameria pinifolia*), and deerweed (*Lotus scoparius*).

- Planting of plants with mycorrhizal fungi and root hormone to increase survivability. Following the installation of the plant material, mulch will be used at boxed trees and container plants for additional moisture and protection.

- Maintenance and monitoring for 5-years following the installation, to include:

    - Irrigation for the first three years, if feasible.

- If instigated, removal of irrigation after year three to allow the plants to acclimate to existing climatic conditions during the last two years of monitoring, to ensure that the vegetation has long-term survivability.

- Monitoring by a qualified biologist quarterly for the first year, then annually for years two through five.

- A qualitative assessment will be completed by the qualified biologist and reported to the Wildlife Agencies and will include Project Site specific photo locations and an aerial photograph (with drone) documenting vegetation progress.

- To determine if the restoration has been successful, minimum success criteria at the end of five years will be specified in the HRMP. If the minimum success criteria is not achieved, then the applicant shall be responsible for taking the appropriate corrective measures, as determined by a qualified restoration ecologist. Correction actions will continue until the success criteria have been met.

A Weed Management Plan prepared by a qualified biologist and approved by CDFW will be prepared prior to commencing of grading on the Project Site setting forth best management practices (BMPs) to reduce the amount of non-native weedy species introduced into the Project during construction activities. The plan will focus on specific BMPs that will be used to reduce the risk of spreading non-native invasive seeds within the Project during construction, to include, but not limited to annual monitoring of sprouting vegetation in early spring, removing non-native invasive species, and utilizing water-wise native landscaping in the surrounding development areas. The purpose of the Weed Management Plan is to substantially reduce the potential for weeds to grow on-site and then monitor the Project Site and implement BMP so that weeds that do occur on-site can be removed before they go to seed.

MM BIO-15 A third-party governmental or non-profit conservation organization approved by the CDFW will be chosen to monitor and maintain all portions of the Development Site within the designated conservation area, as outlined in a conservation easement covering the drainage features and adjacent upland buffer zones adjacent to drainages. The conservation easement should be in place prior to or immediately following regulatory agency permits being issued. Additionally, any additional off-site land acquired for project mitigation, if any, will be incorporated into the managed land, with approval from relevant agencies such as the Western Riverside County Regional Conservation Authority, California Department of Fish and Wildlife, Regional Water Quality Control Board, and United States Fish and Wildlife Service. Although a designated organization has not been chosen, one will be selected and approved by the City before the Development Pproject's implementation.

Section 4.4.6.1, Pages 4.4-31 through 4.4-32, Mitigation Measure MM BIO-16 added as follows:

MM BIO-16 Sediment Transport and Scour Analysis: The Project proposes to construct concrete-lined box culverts at two drainage crossings on the Project Site. To avoid significant changes to downstream sediment transport and deposition, floodplain modification, and potential streambed aggradation or incision above and below each of the proposed stream crossings consistent with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the applicant shall prepare and submit a sediment transport and scour analysis to the City and Western Riverside County Regional Conservation Authority for review and approval prior to construction of any drainage crossing on the Project Site. The sediment transport and scour analysis shall identify and compare pre- and post-crossing development of sediment transport and deposition, floodplain modification, and potential streambed aggradation and incision above or below each proposed drainage crossing to confirm that the Project would not have significant impacts on the CVMSHCP conservation sediment transport system strategy. It is anticipated based on the results of the sediment deposition analysis performed by Albert A. Webb and Associates for the City of Banning's Sun Lakes Boulevard Extension Project, which adjoins the Project Site and crosses the same drainages that the concrete-lined box culvert in the referenced drainages, would have nearly no sediment deposition. However, if the results of the Project specific sediment transport and scour analysis determine that the proposed concrete-lined box culvert option would have a significant impact on the sedimentation transport system, the applicant shall either mitigate the impacts of the design to have a less than significant impact or will consider other methods of on-site drainage crossing.

Section 4.4.6.2, Page 4.4-32, is revise as follows:

As noted in **Table 4.4.D**, approximately 7.92 of the approximately 9.63 acres of riparian habitat, including the drainages and upland habitat, would be preserved as an open space resource. Riparian/riverine resources and a buffer around them (Open Space – Resource) which will be conserved to attenuate impacts are shown on Figure 2 of the MSHCP Consistency Analysis (**Appendix D-7** of this Draft EIR). Detention basins shown on Figure 2 will reduce runoff impacts to the Development Site riparian/riverine resources. Where new roads cross the riparian corridors, undercrossings suitable for safe passage of wildlife and allowing continued downstream sediment transport will be constructed to provide for long-term conservation of the riparian/riverine resources which are being avoided and their associated functions and values for the Development Site features as well as down-stream conservation areas associated with the sediment transport system. Draft EIR, Appendix D-8. Since the majority of the drainages on-site are unvegetated sandy bottom features and the crossings will be desired to allow for wildlife movement, the overall biological value of the drainage features will not be affected by the Development Project. Mitigation measures will be incorporated to ensure the long-term conservation of the riparian/riverine resources which are being avoided (**Mitigation Measures MM BIO-10 through MM BIO-15**), and their associated functions and values, including the use of a deed restriction or conservation easement (**MM BIO-10, MM BIO-13, MM-BIO 15**). As further discussed in Section 4.10.6.3, with MM BIO-16 and MM HYD-1 and MM HYD-

2, construction of Lincoln Street draining crossings for the Development Project will not divert or change the overall function of the drainage and potential impacts from sediment transport on the CVMSHCP Plan Area downstream of the Development Site and impacts would be less than significant.

Section 4.6 Energy

Revisions have been made to the following sections.

Section 4.6, Page 4.6-1, first paragraph, revise as follows:

This section discusses energy use resulting from implementation of the Development Project utilizing the significance criteria in Appendix G and Appendix F of the *CEQA Guidelines*. It evaluates whether the Project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency. The energy use analysis in this section is based on the *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California* (*Air Quality Report*), which is provided in **Appendix C-1** of this Environmental Impact Report (EIR), and the *Greenhouse Gas Analysis*, which is provided in **Appendix C-3** of this EIR. Based on comments received during public review, supplemental air quality and greenhouse gas analyses were conducted to account for increased truck trip lengths and emissions from transport refrigeration units (TRUs). These additional analyses are provided as Final EIR **Appendices C-5[6] and C-6[7]**, respectively. Annual natural gas and electricity usage for operation of the proposed Project was obtained from the California Emissions Estimator Model (CalEEMod) version 2020.4.0 modeling results generated for the *Air Quality Report* and the *Greenhouse Gas Analysis*.

Section 4.6.1.1, page 4.6-1, second paragraph, revise as follows:

The BEU has historically obtained electricity from a variety of sources (e.g., San Juan Generating Station Unit 3 and the Palo Verde Nuclear Generating Station), has direct entitlements to hydroelectric output from Hoover Dam, and has an interest in power purchase agreements between the SCPPA and geothermal energy facilities in Imperial County. Additionally, BEU makes purchases in the wholesale market to cover its summer peaking and capacity requirements. As supply inventory changes (e.g., shutdown/decommissioning of facilities), the BEU/City of Banning adjusts its energy supply accordingly. For example, prior to the closure of San Juan Unit 3, the BEU/City of Banning contracted for a 9-megawatt (MW) share of the Puente Hills Landfill Gas-to-Energy Facility ("Puente Hills Landfill Project"), and an 8 MW share of the Astoria 2 Solar Project. Contracts on these sources run through 2030 and 2031, respectively. Beginning in January 2022 for a term of 20 years, the BEU receives energy from COSO Geothermal Holdings. Electricity to the Development Project would be provided by Banning Electric Utility (BEU), which currently has a renewable portfolio of 81.3 percent (2022)[8], far exceeding the State's target of 50% by 2030. ~~BEU currently has a renewable portfolio of 75 percent; however, that renewable portfolio is expected to drop to 70 percent in 2027 as sources of generation~~

6 Urban Crossroads. 2024. *Sunset Crossroads Supplemental Air Quality Analysis*. June.

7 Michael Hendrix Consulting. 2024. Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment, May.

8 Email confirmation from Jim Steffans, Banning Electric Utility, May 3, 2024, 12:09 PM.

~~change.~~ According to the 2015 Power Supply Integrated Resource Plan[9], with BEU's Power Purchase Agreements and local hydroelectric units, the City's renewable energy portfolio would increase once additional power agreements come online.

Section 4.6.4.2, page 4.6-7, third paragraph, revise as follows:

Title 24, California Building Code. California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create a building code for Building Energy Efficiency Standards for Residential and Nonresidential Buildings to reduce energy consumption. The standards are updated every 3 years to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. ~~The 2019 version of Title 24, Part 6 was adopted by the CEC and became effective on January 1, 2020 and was applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24, Part 6 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for non-residential buildings.~~ The CEC anticipated that non-residential buildings would use approximately 30 percent less energy due to lighting upgrades compared to the prior code. The most recent update to the California Energy Code was in 2022. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code. Revisions to this code will result in greater energy efficiency. <u>The current solar requirements for non-residential development include: solar ready roofs that include roof vents and skylights spaced in a manner that allows the south facing roof areas sufficient space to install PV solar panels. Commercial buildings are required to install solar panels with the capacity to generate at least 20 percent of the buildings' expected electricity consumption. Industrial buildings are required to install solar panels with the capacity to generate the expected electricity consumption of the office space of the warehouses and otherwise comply with Title 24, Part 6. Remaining portions of the roofs are required to be solar ready.</u> The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in California Code of Regulations (CCR) Title 24.

Section 4.6.3, page 4.4-4, second paragraph, revise as follows:

Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from CalEEMod 2020.4.0 in the *Air Quality Report* and fuel efficiencies from the CARB Emission Factor Computer Model (EMFAC2021) off-model. Fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2027) of the full buildout of the proposed Project based on trip estimates from CalEEMod in the *Air Quality Report* <u>*and Supplemental Air Quality Assessment*</u> and fuel efficiencies from the CARB EMFAC off-model.

[9] City of Banning Electric Utility. 2015. 2015 Power Supply Integrated Resource Plan, City of Banning, California. Website: http://banning.ca.us/DocumentCenter/View/559/Banning_IRP-July-2010?bidId= (accessed August 31, 2023)

Section 4.6.3, page 4.6-10, REVISED Table 4.6.A, revise as follows:

REVISED Table 4.6.A: General Plan Consistency Analysis, Energy

General Plan Goals, Policies, and Programs	General Plan Consistency Analysis
Policy 2: Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaics and other clean energy systems, directly into building design and construction.	**Consistent:** The proposed Development Project would promote integration of alternative energy systems into building design and construction by, among other things, constructing buildings with insulation that will reduce energy use for Project operations; constructing industrial buildings' electrical rooms of sufficient size to hold additional panels that may be needed to supply power for installation of electric charging systems for electric trucks and power transport refrigeration units; ~~and~~ providing at least 350 electric vehicle (EV) charging stations for passenger vehicles and a minimum of 50 ~~Level 3 AC~~ Class 8 electric vehicle truck chargers for industrial buildings~~.~~, install PV solar panels with capacity to generate electricity for twenty percent of commercial buildings' electricity consumption and the electricity required for warehouse office space, and otherwise comply with Title 24, Part 6.

and

EMR Policy 2: Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaics and other clean energy systems, directly into building design and construction.	**Consistent.** The Development Project will include building roofs ~~shall be~~ in compliance with solar requirements of the California Building Code Title 24 standards. ~~ncludes solar ready rooftops,~~ Also, buildings within the Development Project will incorporate energy efficient heating and cooling systems, facilities and features to facilitate the electrification of goods handling and truck fleets, 350 EV charging stations and 50 Class 8 EV truck charging stations~~. facilitates electric transportation by providing EV charging stations.~~ ~~**Consistent:** The Development Project includes solar ready rooftops, energy efficient electric heating and cooling systems, and facilitates electric transportation by providing EV charging stations.~~
EMR Policy 4: Support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production, which take advantage of local renewable resources.	

Source: City of Banning General Plan; Energy and Mineral Resources Element adopted 1991.

Section 4.6.6.1, page 4.4-13, last paragraph, revise as follows:

The revised unmitigated electricity and natural gas demand, and the estimated fuel usage estimates associated with the Development Project are identified in **REVISED Table 4.6.C: Estimated Annual Energy Use (Unmitigated) at Buildout**. The energy usage defined in **REVISED Table 4.6.D: Estimated Annual Energy Use (Mitigated) at Buildout** incorporates the Project Design Features (PDFs) and mitigation measures identified for the Development Project in **Mitigation Measures AIR-1 and AIR-2** (as revised) and **GHG-1 through GHG-7~~6~~.** The stated measures have been identified in **Sections 4.3 (Air Quality)** and **4.8 (Greenhouse Gas Emissions)** and address the air quality and greenhouse gas impacts resulting from operation of the Development Project. While these measures have been identified to reduce criteria pollutants and greenhouse gas emissions, these reductions are achieved

in part through the reduction in the amount and/or type of energy used for Project operations. The amount of energy used with the implementation of the above stated measures and PDFs, to the extent reductions from revised mitigation measures can be quantified, is identified in **REVISED Table 4.6.D**.

Section 4.6.6.1, page 4.4-14, REVISED Table 4.6.C, revise as follows:

REVISED Table 4.6.C: Estimated Annual Energy Use (Unmitigated) at Buildout

Land Use Category	Electricity (kWh/yr)[1]	Natural Gas (kBTU/yr)[1]	Annual VMT[2 3]	Gasoline Consumption (gal/yr)[2 3]	Diesel Consumption (gal/yr)[2 3]
Unrefrigerated Warehouse-No Rail	7,094,750	10,085,200	60,327,506 ~~55,773,047~~	530,465 ~~490,418~~	4,949,997 ~~4,617,897~~
Refrigerated Warehouse-No Rail	11,326,300	17,070,900	3,832,468 ~~3,654,944~~	33,699 ~~32,138~~	607,890 ~~302,622~~
General Heavy Industry	1,505,740	6,235,080	5,134,645 ~~4,595,478~~	45,149 ~~40,4084~~	425,138 ~~380,496~~
Fast Food Restaurant with Drive Thru	284,494	1,908,620	3,732,125	105,014	82,403
Travel Center	57,180	242,475	6,388,702	179,765	141,059
Health Club	889,721	3,772,910	9,738,448	274,019	215,020
High Turnover (Sit Down Restaurant)	1,625,680	10,906,400	3,836,251	107,944	84,702
Hotel	1,177,290	5,351,400	1,328,375	37,378	29,330
Medical Office Building	59,926	32,585	821,184	23,106	18,131
Parking Lot	1,151,530	0	0	0	0
Quality Restaurant	386,099	2,590,270	589,547	16,589	13,017
Regional Shopping Center	604,330	172,040	2,511,469	70,667	55,452
Total	**26,239,280**	**58,367,880**	**98,240,720** ~~92,969,570~~	**1,423,796** ~~1,377,447~~	**6,667,140** ~~5,940,130~~

Source 1: Appendix D, *Revised Greenhouse Gas Analysis, Sunset Crossroads Project* (Michael Hendrix Consulting 2023b).
Source 2: *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California,* CalEEMod modeling outputs (LSA Associates, Inc. 2023).
Source 3: *Sunset Crossroads Supplemental Air Quality Analysis,* Urban Crossroads.June2024.
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year
mpg = miles per gallon
VMT = vehicle miles traveled

Section 4.6.6.1, page 4.4-14, REVISED Table 4.6.D, revise as follows:

REVISED Table 4.6.D: Estimated Annual Energy Use (Mitigated) at Buildout[1]

Land Use Category	Electricity (kWh/yr)[2]	Natural Gas (kBTU/yr)[2]	Annual VMT[3 4]	Gasoline Consumption (gal/yr)[3 4]	Diesel Consumption (gal/yr)[3 4]
Unrefrigerated Warehouse-No Rail	6,929,170	0	60,327,558 ~~55,773,047~~	530,465 ~~490,418~~	4,994,997 ~~4,617,897~~
Refrigerated Warehouse-No Rail	11,294,900	840,263	3,832,438 ~~3,654,944~~	33,699 ~~32,138~~	607,890 ~~302,622~~
General Heavy Industry	1,434,840	0	5,134,592 ~~4,595,478~~	45,149 ~~40,408~~	425,138 ~~380,496~~
Fast Food Restaurant with Drive Thru	263,270	636,207	3,732,125	105,014	82,403
Travel Center	54,488	0	6,388,702	179,765	141,059
Health Club	847,826	0	9,738,448	274,019	215,020
High Turnover (Sit Down Restaurant)	1,504,400	3,635,467	3,836,251	107,944	84,702
Hotel	1,110,290	0	1,328,375	37,378	29,330
Medical Office Building	57,323	24,439	821,184	23,106	18,131
Parking Lot	1,151,530	0	0	0	0
Quality Restaurant	357,295	863,423	589,547	16,589	13,017
Regional Shopping Center	565,073	0	2,511,469	70,667	55,452
Total	**25,570,405**	**5,999,799**	**98,240,690** **~~92,969,570~~**	**1,423,796** **~~1,377,447~~**	**6,667,140** **~~5,940,130~~**

Source 1: Energy demand with implementation of applicable mitigation measures and Project Design Features.
Source 2: Appendix F, *Revised Greenhouse Gas Analysis, Sunset Crossroads Project* (Michael Hendrix Consulting 2023b).
Source 3: *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California,* CalEEMod modeling outputs (LSA Associates, Inc. 2023).
Source 4: *Sunset Crossroads Supplemental Air Quality Analysis,* Urban Crossroads. June2024.
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year
mpg = miles per gallon
VMT = vehicle miles traveled

Section 4.6.6.1, page 4.6-16, second paragraph, revise as follows:

As shown in **REVISED Table 4.6.C**, fuel use associated with the vehicle trips generated by the proposed Project is estimated at 1,423,796~~1,377,447~~ gallons of gasoline and 6,667,140~~,940,130~~ gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of Project operation would be new to Riverside County. Based on fuel consumption rates obtained from EMFAC2021, approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel were~~will be~~ consumed from vehicle trips in Riverside County in 2023. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Riverside County by approximately 0.155~~0.2~~ percent for gasoline fuel usage and by approximately 2.1~~1.8~~ percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Section 4.6.6.1, page 4.6-16, fourth paragraph, revise as follows:

In addition, fuel efficiency of vehicles associated with the Development Project site would increase as fuel efficiency of vehicles continues to improve in order to meet the State's 2050 GHG emission

reduction goals. As the price and efficiency of electric passenger vehicles improve, more people will buy them, reducing the number and use of fossil fuel dependent vehicles on the road. The Development Project is designed to accommodate at least 350 parking spaces with EV chargers, as well as 50 EV chargers for trucks. The result will be a continuing decrease over time of the gasoline and diesel fuel demand in the transportation sector, including trucks and passenger vehicles.

Section 4.6.6.1, pages 4.6-16 and 4.6-17, revise as follows:

Impact Conclusion. Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the CBC and CALGreen Code as part of Chapter 15.04 of the City Municipal Code, implementing Riverside County 2019 CAP points, and complying with the WAIRE program would ensure operation of the Development Project would demand only the energy required. The Development Project will increase electricity use; however, it will be used efficiently and therefore would not result in a significant impact.

As BEU increases its renewable energy portfolio to 100 percent by 2045 as mandated by State law, energy use associated with use of electricity will become increasingly efficient, including for the Development Project. The City (BEU) enters into long-term renewable energy purchase contracts in as large amount as possible to obtain favorable rates for renewable sources. The City enforces mandatory building code requirements for solar roofs in new development, which currently include mandatory solar roofs on residential development and solar-ready roofs for non-residential development, which has recently been changed to (1) installation of solar panels with the capacity to generate at least 20 percent of commercial buildings' expected electricity consumption; and (2) installation of solar on industrial buildings with the capacity to generate the expected electricity consumption of the office space of the warehouse. Increases in large commercial and industrial development within the City, like the Development Project, that purchase electricity from BEU facilitate and support the utility's long-term renewable energy contracts and promote efficiency in electrical generation and usage.

Construction and operation of the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts from wasteful, inefficient, or unnecessary energy consumption would be ***less than significant***. Mitigation is not required.

Section 4.8 Greenhouse Gas Emissions

Revisions have been made to the following sections.

Section 4.8.5.1, page 4.6-23, the following addition has been made at the end of the list of project design features:

Building roofs shall comply with California Building Code, Title 24 Part 11 solar requirements

Section 4.8.5.1, starting on page 4.6-26, the following revisions/additions have been made:

In response to public comments, the GHG emissions totals for the Development Project were updated (see Final EIR, Appendix C-6) based on the updated CalEEMod run for truck trip lengths (see Final EIR, Appendix C-5) and the updated calculations for TRU emissions (see Final EIR, Appendix C-4). The trip

length for trucks by axle type was determined based on SCAQMD's published data from the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Implementation Guidelines. Average truck trip lengths were separated into three categories:

- Class 2b-3 (2-axle),
- Class 4-7 (3-axle), and
- Class 8 (4+-axle).

A weighted average trip length based on the number of each truck type (based on the Traffic Analysis, Appendix J-3) for the following industrial land use categories:

- Unrefrigerated Warehouse" which includes truck trips from the High-Cube Fulfillment, Warehousing, High-Cube Transload, and High Cube Parcel Hub land uses evaluated in the traffic assessment.

- "Refrigerated Warehouse" which includes truck trips from the High-Cube Cold Storage use evaluated in the traffic assessment.

- "General Heavy Industry" which includes truck trips from the General Heavy Industrial and General Light Industrial land use categories evaluated in the traffic assessment.

The resulting weighted trip length was input into CalEEMod. Additionally, TRU emissions were conservatively calculated to assume the trucks accessing the on-site cold storage buildings (Buildings 5 and 6) would include diesel TRUs that would operate up to four hours per day. This is a conservative assumption since the current CARB regulations require an increasing percentage of all TRU fleets within the State to transition to electric only, with a full phase-out of diesel TRUs by 2030. The methodology of the supplemental GHG assessment, including the calculation of GHG emissions from revised truck trip lengths and operation of TRUs is included in Appendix C-6 of the Final EIR.

Based on supplemental analysis conducted to address public comment, **Table 4.8.F-1** identifies the net overall change in unmitigated emissions resulting from the revised trip lengths and the inclusion of GHG emissions resulting from use of TRUs.

Table 4.8.F-1: Revised Unmitigated Long-Term Greenhouse Gas Emissions at Buildout

Source	GHG Emissions (MT/yr)		
	Unmitigated Emissions (Table 4.8.F)	Revised Unmitigated Emissions	Net Change in Emissions
Construction Emissions Amortized over 30 years	487.79	487.49	0.00
Total Operation Emissions	56,415.47	62,357.47	5,942.00
Total Project Emissions	**56,902.96**	**62,844.96**	**5,942.00**
Significance Threshold	3,000	3,000	--
Exceeds Threshold?	Yes	Yes	n/a
New Significant Impact?	n/a	No	n/a

Source: Table E, Sunset Crossroads Supplemental Greenhouse (GHG) Emissions Assessment (Final EIR, Appendix C-6).
GHG = greenhouse gas
MT CO_2e/year = metric tons carbon dioxide equivalent per year

~~The following summarizes the GHG reducing aspects of **Mitigation Measure AIR-2** shown in **Section 4.3** of this EIR.~~ The following identifies the revised changes pertinent to GHG reducing aspects of **Mitigation Measure AIR-1 and Mitigation Measure AIR-2** as identified in Section 4.3 of the Final EIR. These revisions have been made in response to public comments received during public review of the Draft EIR.

MM AIR -1 Implement the following measures during construction:

- Plans submitted for grading permit issuance and building permit issuance shall specify a designated area of the construction site where electric or non-diesel vehicles, equipment, and tools can be fueled or charged. The provision of temporary electric infrastructure for such purpose shall be approved by the utility provider, Banning Electric Utility (BEU). If BEU does not approve the installation of temporary power for this purpose, the establishment of a temporary electric charging area will not be required. If electric equipment will not be used on the construction site because the construction contractor(s) does not have such equipment in its fleet (as specified in this Mitigation Measure below), the establishment of a temporary electric charging area also will not be required. If the contractor(s) equipment fleet includes this equipment and BEU approval is secured, the temporary charging location shall be established upon issuance of grading permits and building permits.

- If electric or non-diesel off-road trucks and construction support equipment, including but not limited to hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors are available in the construction contractor's equipment fleet and can fulfill the construction requirements during the building, construction, paving, and architectural coating phases of Project construction, such equipment shall be used during on-site construction. This requirement shall be noted on plans submitted for building permit issuance.

- ~~During construction of the proposed Development Project~~ If electric or non-diesel off-road truck and construction support equipment are not available~~, then during construction of the proposed Development Project,~~ then Project contractor shall ensure all 50 horsepower or more off-road diesel-powered construction equipment is powered with California Air Resources Board (CARB) certified Tier 4 Final engines or the equivalent.

- Construction contractors shall maintain records of all off-road diesel construction equipment associated with on-site construction to document that each off-road diesel construction equipment used meets required emission standards. Records shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City staff or their designee.

- During construction activities, the City shall conduct periodic inspections to verify compliance with construction-related mitigation measures pursuant to the Mitigation Monitoring and Reporting Program.

- During construction of the proposed Development Project, the Project contractor shall only use interior paints with low volatile organic compound (VOC) content with a maximum concentration of 30 grams per liter (g/L) for residential building architectural coating to reduce VOC emissions. All building and site plans shall note use of paints with a low VOC content with a maximum concentration of 30 g/L verified.

- The City of Banning shall verify these requirements have ~~his two-part measure has~~ been incorporated into construction plans prior to issuance of any construction permits and during architectural coating activities.

MM AIR-2 The following multi-part mitigation measure shall be implemented during Project operation:

- Implement Mitigation Measures GHG-5, GHG-5, ~~and~~ GHG-6 and GHG-7.

- All facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site shall meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on site demonstrating compliance with this requirement and shall make records available for inspection by the City of Banning, SCAQMD, and State upon request.

- All on-site cargo handling equipment including yard trucks, hostlers, yard goats, pallet jacks, forklifts and other on-site equipment shall be electric with the necessary electrical plug-in charging included in the design of the Development Project electrical system, buildings, and equipment storage and parking areas.

- Tenant lease agreements for the Development Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 3~~5~~ minutes while on site. The idling restriction will be presented on signs at the entrance to the industrial portions of the Development Project as well as at loading docks and truck parking areas.

- All facility operators shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- Interior- and exterior-facing signs, including signs directed at all dock and delivery areas, shall be provided identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.

- At buildout of the industrial land uses a minimum of 50 ~~Level 3 AC~~ Class 8 electric vehicle (EV) truck chargers shall be installed at the tractor trailer parking spaces in logical locations to facilitate electric truck charging. These chargers shall have the power rating sufficient to charge a Class 8 truck battery.

- For the warehouse/industrial portions of the Development Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for installation of electric charging systems for electric trucks and power transport refrigeration units (TRUs). Conduit shall be installed from the electrical room to all tractor trailer parking spaces in logical locations on site to facilitate future electric truck charging.

- ~~At buildout,~~The Development Project shall include the higher value of either:

  - At least 350 Level 2 AC EV chargers; or

  - A percentage of total parking spaces with Level 2 AC EV chargers to comply with the minimum requirements of the California Code of Regulations (CCR), Title 24, Part 11: California Green Building Standards Code.

  - The provision of EV charges in each parking lot shall occur prior to the occupancy of uses for said lots.

- All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric TRUs. A condition of approval shall be included for the cold storage facility that requires that by buildout at least 90 percent of trucks with TRUs are fully electric.

- Prior to issuance of occupancy permits for the industrial/warehouse area, the Development Project operators employing 200 or more employees shall be required to establish and promote a rideshare program, prepare and submit a Transportation Demand Management Program detailing strategies that discourage single-occupancy vehicle trips by employees by increasing and providing financial incentives for alternate modes of transportation, including carpooling/vanpools, public transit, and biking.

- Signs at every truck exit driveway shall be provided showing directional information to the truck route.

- Every tenant shall be required to train staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall also be required to maintain records on site demonstrating compliance and make records available for inspection by the City of Banning, SCAQMD, and State upon request.

- Tenants shall be required to enroll in the United States Environmental Protection Agency's SmartWay program, and tenants shall be required to use carriers that are SmartWay carriers.

- Industrial and commercial buildings within the Development Project shall be all electric unless the land use requires natural gas (i.e., restaurants, bakeries, dental and medical laboratories)

- Tenants shall be provided with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

Section 4.8.5.1, page 4.3-29, add Mitigation Measure MM GHG-7 as follows:

MM GHG-7 Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures specified in Table 4.8.K which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.

Section 4.8.5.1, following Table 4.8.J, add/revise as follows:

Per the supplemental GHG assessment (Final EIR, Appendix C-6), when accounting for the revised Mitigation and additional project design features including current Title 24, Part 11 requirements for solar roofs, overall emissions of GHGs at buildout would be 44,313 $MTCO_2e/yr$.

Table 4.8.J-1: Revised Mitigated Long-Term Greenhouse Gas Emissions at Buildout

Source	GHG Emissions (MT/yr)			
	Mitigated Emissions (Table 4.8.J)	Revised Emissions with Mitigation	Revised Emissions with Mitigation and Additional Quantified Reductions	Net Change due to Additional Quantified Reductions
Construction Emissions Amortized over 30 years	487.79	487.79	438.74	48.75
Total Operation Emissions	38,238.76	44,508.17	44,174.26	405.91
Total Project Emissions	**38,726.25**	**45,067.66**	**44,613.00**	**454.66**
Significance Threshold	3,000	3,000	3,000	3,000
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	n/a
New Significant Impact?	n/a	**No**	**No**	n/a

Source: Table F, Sunset Crossroads Supplemental Greenhouse (GHG) Emissions Assessment (Final EIR, Appendix C-6.)
GHG = greenhouse gas
MT CO_2e/year = metric tons carbon dioxide equivalent per year

As shown in **Table 4.8.J** and **Table 4.8.J-1**, even with all feasible mitigation, emissions would exceed the City's threshold of 3,000 MT CO_2e at Development Project Buildout. No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained below, the Development Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions, but emissions cannot be reduced below the 3,000 MT CO_2e threshold. There are no additional measures available that would further reduce emissions because the majority of the Development Project's emissions come from mobile sources that are regulated by the State and not the City of Banning.

Section 4.8.5.2, REVISED Table 4.8.L, revise as follows:

REVISED Table 4.8.L: Project Consistency with Banning General Plan Air Quality Element

Policies	Project Consistency
ERM Policy 2: Promote the integration of alternative energy systems, including but, not limited to solar thermal, photovoltaics and other clean energy systems, directly into building design and construction.	***Consistent.*** The Development Project will require building roofs shall be solar ready in compliance with Solar Requirements with of the California Building Code, Title 24 standards, which includes solar ready roofs and provision of solar roofs for commercial buildings and office space of industrial buildings. Project design features related to the heating/cooling systems, windows, building insulation, lighting, and other operational characteristics are required to be compliant with Title 24 requirements to promote the efficient and sustainable use of energy. The Development Project includes 50 electric vehicle charging stations capable of charging Class 8 trucks, as well as at least 350 electrical vehicle chargers. The Development Project includes electrification requirements to facilitate plug-in capability for TRUs, APUs, and cargo handling equipment and the charging of electric trucks as they enter service fleets. The Development Project also includes a proposed 65 MWh BESS energy storage facility
ERM Policy 3: Proactively support long-term strategies, as well as state and federal legislation and regulations that assure affordable and reliable production and delivery of electrical power to the community.	
ERM Policy 4: Support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production, which take advantage of local renewable resources.	

Section 4.8.5.2, REVISED Table 4.8.M, revise as follows:

REVISED Table 4.8.M: Project Consistency with Applicable 2022 Scoping Plan Appendix D Measures

2022 Scoping Plan Appendix B Measures	Project Consistency
Deployment of renewable energy production and distribution and energy storage on private owned land uses.	***Consistent***. The Development Project will require building roofs to comply with Solar Requirements with of the California Building Code, Title 24 standards, which includes solar ready roofs and provision of solar roofs for commercial buildings and office space of industrial buildings~~, will provide solar ready roofs in compliance with the building code.~~ In addition, Banning Electric Utility which will supply electricity to the Project has a renewable portfolio that significantly exceeds the state requirement.

Section 4.10 Hydrology

Revisions have been made to the following sections.

Section 4.10.6.3, Pages 4.10-43 through 4.10-44, revise as follows:

MM HYD-1 Prior to the issuance of a grading permit(s) for roadway work in or adjacent to the proposed Lincoln Street creek crossings, the Applicant shall submit a sediment transport and scour analysis to the City and Western Riverside County Regional Conservation Authority for review and approval. As appropriate, the submittal may include equivalent detail on alternative proposals ~~including construction of a bridge or reinforced concrete box culvert~~ for the proposed creek crossings. The sediment transport and scour analysis shall identify pre-project conditions associated with channel morphology, hydrologic flow patterns, existing sedimentation and scouring, sediment size, and depth at each crossing. These same attributes will be analyzed based on post-project conditions to determine if there are any substantial changes to the existing conditions. The purpose of the sediment transport and scour analysis is to compare the functions and values of the drainage features in the pre- and post-project conditions and to ensure that following construction of the Lincoln Street crossings, the functions and values of the drainages with respect to downstream sedimentation are consistent with the long-term preservation of sand dune and sand sheet habitat within the Coachella Valley under the CVMSHCP. It is anticipated based on the results of the sediment deposition analysis performed by Albert A. Webb and Associates for the City of Banning's Sun Lakes Boulevard Extension Project, which adjoins the Project Site and crosses the same drainages that the concrete-lined box culvert in the referenced drainages, would have nearly no sediment deposition. However, if the results of the Project specific sediment transport and scour analysis determine that the proposed concrete-lined box culvert option would have a significant impact on the sedimentation transport system, the applicant shall either mitigate the impacts of the design to have a less than significant impact or will consider other methods of on-site drainage crossing.

Section 4.11 Land Use

Revisions have been made to the following sections.

Section 4.11.6.2, Pages 4.11-11 through 4.11-12, revise as follows:

As detailed in **REVISED Table 4.11.A**, identifying relevant City land use policies, through current design, implementation of project design features, conditions of approval, mitigation measures, and ongoing consultation with the City of Banning and applicable agencies, the Development Project would be consistent with goals and policies from the City of Banning General Plan. The current land use designation of the Development Site includes portions of the Development Site that are designated open space. These portions would be retained as open space and~~/or~~ a passive~~ublic~~ park under the Development Project~~current design~~. The remaining portions of the Development Site are currently designated for residential land uses and would need to be re-zoned for industrial uses. There would be no net loss of residential units through concurrent City adoption of the MSJC Entitlements.

The MSJC Entitlements are discussed in Chapter 5.0 of the Draft EIR. This change ~~would be consistent with the City of Banning's General Plan goals and~~ would not conflict with existing adjacent land uses.

As referenced in **REVISED Table 4.11.A**, the Development Project would implement Conditions of Approval (COAs) to maintain consistency with the City of Banning General Plan Policy 6,[10] which states, "The City shall maintain peak hour Level of Service~~s~~ D~~C~~ or better on all local roadways and intersections~~, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained~~." While level of service (LOS) is no longer the standard by which transportation impacts are evaluated pursuant to the California Environmental Quality Act (CEQA), the LOS analysis determines whether the Development Project traffic would result in an intersection's LOS to worsen and exceed the City's LOS thresholds or result either in the average delay or average critical delay to exceed the City's intersection delay thresholds under existing and cumulative conditions. These thresholds vary depending on the street classifications as well as whether or not the intersection is on a State route. However, because LOS is still used by the City of Banning in its General Plan for local planning purposes, this section includes for informational purposes only an analysis of consistency of the Development Project with the City of Banning General Plan Policy 6.

Section 4.11.6.2, REVISED Table 4.11-A, revise as follows:

REVISED Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
Circulation Element	
Policy 6: The City shall maintain peak hour Level of Service D~~C~~ or better on all local roadways and intersections~~, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained~~.	**Consistent:** With the implementation of Conditions of Approval (COAs), the Development Project is consistent with the General Plan Street System and would not significantly affect circulation within or adjacent to the Development Site.

Section 4.11.6.2, Page 4.11-28, revise as follows:

Urban Crossroads prepared a traffic analysis[5] that evaluated Development Project study area roadway and intersection operations under existing, opening year, and future condition scenarios with and without the Development Project. The traffic analysis, which is included as **Appendix J-2** to this EIR, also identified recommended COA TRA-1 through TRA-35 that the City can adopt to ensure the Development Project would be consistent with the City of Banning General Plan Policy 6 and the ~~LOS C and~~ LOS D requirements for intersections in the City. These COAs are also included below. By adopting these COAs or the equivalent, the City would ensure that the Development Project would be consistent with the City's General Plan Policy 6.

10 General Plan Policy 6, City of Banning General Plan Circulation Element Amendment (2013).

Section 4.11.6.2, Page 4.11-29, revise as follows:

Urban Crossroads prepared a traffic analysis[11] that evaluated Development Project study area roadway and intersection operations under existing, opening year, and future condition scenarios with and without the Development Project. The traffic analysis, which is included as **Appendix J-2 and J-3** to this EIR, also identified ~~recommended~~ COA TRA-1 through TRA-35 that the City can adopt to ensure the Development Project would be consistent with the City of Banning General Plan Policy 6 and the ~~LOS C and~~ LOS D requirements for roadways and intersections in the City. These COAs are also included below. Because LOS is not a CEQA issue, the LOS discussion is included for informational purposes only. By adopting these COAs or the equivalent, the City would ensure that the Development Project would be consistent with the City's General Plan Policy 6.

Section 4.11.6.2, Page 4.11-34, revise as follows:

Implementation of COAs TRA-1 through TRA-35 as identified above would ensure that the Development Project would be consistent with the City's General Plan Policy 6 and the ~~level of service (LOS) C and~~ LOS D requirements for roadways and intersections in the City. This impact would be less than significant.

Section 4.13 Noise and Vibration

Revisions have been made to the following sections.

Section 4.13, Page 4.13-1, first paragraph, revise as follows:

This section of the Environmental Impact Report (EIR) examines the construction and operational noise and vibration impacts of the Development Project on sensitive uses adjacent to the proposed Development Project and evaluates the effectiveness of mitigation measures. This includes the potential for the proposed Development Project to result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Development Project in excess of noise standards or generation of excessive ground-borne vibration or ground-borne noise levels. The analysis contained in this section is based on the *Sunset Crossroads Project Noise and Vibration Impact Analysis Report, City of Banning, California*. LSA Associates, Inc., September 2023, which is provided in **Appendix I** of this EIR and the Supplemental Noise Analysis for the Sunset Crossroads Project, *City of Banning, California*. LSA Associates, Inc., June 2024, which is provided in **Appendix I-2** of the FEIR.

Section 4.13, Page 4.13-21, revise as follows:

The specific assumptions used in developing these noise levels and the model printouts are provided in the Sunset Crossroads Project Noise and Vibration Impact Analysis Report in **Appendix I-1 and Appendix I-2 of this EIR. To address traffic impacts along Sunset Avenue, PDF N-1 has been added to the Specific Plan:**

[11] Urban Crossroads. 2022. Sunset Crossroads, Traffic Analysis, City of Banning. June 28.

- **PDF N-1:** To address traffic noise impacts along Sunset Avenue, the alignment of Sunset Avenue is shifted to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue would be adjusted 42 feet (ft) to the west from the existing centerline with implementation of the Development Project, which results in the new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site.

Section 4.13.6.1, Page 4.13-38, revise as follows:

- **Sunset Avenue between the I-10 Westbound Ramps and Bobcat Road.** Noise-sensitive land uses in this area include residences located along the east side of Sunset Avenue between Lincoln Street and Westward Avenue and the MSJC campus located on the southeast corner of Sunset Avenue and Westward Avenue. Residences would be~~are~~ located approximately ~~35~~ 72 ft from Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to traffic noise levels of up to 69.6~~74.3~~ dBA CNEL without the existing 5 ft to 7.5 ft high private property walls. The existing 5 to 7.5 ft high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 64.6~~9.3~~ and 61.6~~6.3~~ dBA CNEL, respectively. Therefore, the Development Project would have a less than significant impact on off-site residential uses because the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more ~~and the existing (2021) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

  For the MSJC campus, with the implementation of PDF N-1, the school would be~~is~~ located approximately ~~75~~ 115 ft from Sunset Avenue centerline and would be exposed to a traffic noise level of up to 63.8~~68.6~~ dBA CNEL. Therefore, the Development Project would have a less than significant impact on off-site noise-sensitive land uses because the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more ~~and the existing (2021) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

Section 4.13.6.1, Page 4.13-39, revise as follows:

- **Sunset Avenue between the I-10 Westbound Ramps and Bobcat Road.** Noise-sensitive land uses in this area include residences located along the east side of Sunset Avenue between Lincoln Street and Westward Avenue and the MSJC campus located on the southeast corner of Sunset Avenue and Westward Avenue. Residences would be~~are~~ located approximately ~~35~~ 72 ft from Sunset Avenue centerline with the implementation of PDF N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to traffic noise levels of ~~74~~69.7~~.3~~ dBA CNEL without the existing 5 ft to 7.5 ft high private property walls. The existing 5 to 7.5 ft high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic

noise levels to 64.7~~9.3~~ and 61.7~~6.3~~ dBA CNEL, respectively. Therefore, the Development Project would have a less than significant impact on off-site residential uses because the Opening Year (2027) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more~~ and the Opening Year (2027) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

For the MSJC campus, with the implementation of PDF N-1, the school would be~~is~~ located approximately ~~75~~ 115 ft from Sunset Avenue centerline and would be exposed to a traffic noise level of 63.8~~5.9~~ dBA CNEL. Therefore, the Development Project would have a less than significant impact on off-site noise-sensitive land uses because the Opening Year (2027) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more~~ and the Opening Year (2027) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

Section 4.13.6.1, Page 4.13-40, revise as follows:

- **Sunset Avenue between the I-10 Westbound Ramps and Bobcat Road.** Noise-sensitive land uses in this area include residences located along the east side of Sunset Avenue between Lincoln Street and Westward Avenue and the MSJC campus located on the southeast corner of Sunset Avenue and Westward Avenue. Residences would be~~are~~ located approximately ~~35~~ 72 ft from Sunset Avenue centerline, with the implementation of PDF N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west and would be exposed to traffic noise levels of 69.9~~74.6~~ dBA CNEL without the existing 5 ft to 7.5 ft high private property walls. The existing 5 to 7.5 ft high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 64.9~~9.6~~ and 61.9~~6.6~~ dBA CNEL, respectively. Therefore, the Development Project would have a less than significant impact on off-site residential uses because the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more~~ and the existing (2021) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

  For the MSJC campus, with the implementation of PDF N-1, the school is located approximately ~~75~~ 115 ft from Sunset Avenue centerline and would be exposed to a traffic noise level of ~~66~~64.0~~.7~~ dBA CNEL. Therefore, the Development Project would have a less than significant impact on off-site residential uses because the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more~~ and the existing (2021) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL~~.

Section 4.13.6.1, Page 4.13-40 and 4.13-41, revise as follows:

~~For the residences located along Sunset Avenue between Lincoln Street and south of Westward Avenue, additional off-site noise barriers would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise level reduction needed to reduce impacts to less than significant. Also, obtaining~~

~~consent from all property owners to construct off-site noise barriers would not be possible because the viewpoints of property owners would differ. Classroom buildings at the MSJC campus located along Sunset Avenue south of Westward Avenue are also sensitive receptors and would experience potentially significant noise impacts from traffic noise. Construction of a minimum 6 ft high wall adjacent to the existing school buildings along the Sunset Avenue frontage (see **Mitigation Measure NOI-2**) would provide a 5 dBA CNEL noise reduction, reducing traffic noise levels to below the City's noise standard of 65 dBA CNE and therefore less than significant. However, because construction of the wall would require approval of the property owner, which is outside of the control of the Development Project and the City, and because there is uncertainty if the wall could be constructed, the off-site traffic noise impact remains significant. In addition, rubberized asphalt could be installed but it is not an effective long-term mitigation measure because it degrades over time.~~ As detailed above, with implementation of PDF N-1, traffic noise levels from the Development Project at the existing residences, which have existing property walls ranging in height from 5 ft to 7.5 ft, would range from 39.3 to 49.3 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and would not exceed the City's noise standard of 65 dBA CNEL, which is the applicable noise standard for residential land uses based on the conditionally acceptable noise level for residential uses in the City's Land Use Compatibility for Community Noise Environments in the General Plan Noise Element. Also, traffic noise levels at the MSJC school would reach up to 64.0 dBA CNEL and would not exceed the City's noise standard of 65 dBA CNEL. Therefore, with implementation of PDF N-1, off-site traffic noise impacts from operation of the Development Project would be less than significant ~~and unavoidable~~ because the Development Project would not exceed the City's exterior noise standard of 65 dBA CNEL for noise-sensitive land uses such as residences even though the Development Project would result in a substantial permanent increase in ambient noise levels ~~and traffic noise levels would exceed the City's exterior noise standard of 65 dBA CNEL along Sunset Avenue~~ between Lincoln Street and Westward Avenue and south of Westward Avenue at the MSJC school. Therefore, with implementation of PDF N-1, the Development Project would have less than significant operational traffic noise impacts on off-site noise-sensitive land uses and no mitigation measures are required.

Section 4.13.6.1, Pages 4.13-41 and 4.13-42, revise as follows:

Operational Stationary Source Noise Impacts. Truck delivery and truck loading and unloading activities; heating, ventilation, refrigeration equipment, and air conditioning (HVAC) equipment; drive-through speakerphones; parking lot activities, fueling activities, and outdoor eating activities associated with the Development Project could affect the existing off-site sensitive land uses. To address impacts to residences from on-site Development Project operations, the following project design feature has been added to the Specific Plan:

PDF N-2: To address the potential for impacts to residences from on-site Development Project operations, on-site project operations are revised to require:

- Cold storage equipment previously allowed on industrial building rooftops will be shielded or relocated to the ground floor; and

- Construction of 10 ft high "wing walls" on the south end of warehouse buildings 1 and 2, and 6 ft high walls that surround the automobile parking lots south of warehouse

buildings 1 and 2 as depicted in the SoundPLAN printouts in Attachment A to the Supplemental Noise Analysis (Final EIR, Appendix I-2, Attachment A).

The following provides a detailed noise analysis and discussion of each stationary noise source at the closest residences and MSJC school in the project vicinity:

- **Truck Delivery and Truck Loading/Unloading Activities:** Truck delivery and truck loading/ unloading activities for the Development Project would occur at the loading docks of the warehouse buildings and at the commercial areas near the retail/restaurant buildings, hotel, and fueling station. These loading docks would be located on one side or both sides of each building and noise-sensitive receptors are predominately shielded by the proposed warehouse building itself. Truck delivery and truck loading/unloading activities at the commercial areas would occur near each of the buildings and near the underground storage tanks for the fueling station. Noise levels generated from these activities include truck movement, backup alarms, air brakes, idling, and loading/unloading activities. The maximum noise level generated from these activities is 75 dBA L_{max} at 50 ft. Although a typical truck loading/unloading process takes an average of 15 to 20 minutes, this maximum noise level occurs in a much shorter period of time (less than 5 minutes). Also, it is estimated that all 10 warehouse buildings would have a maximum of 15 truck deliveries per hour during daytime hours (7:00 a.m. to 10:00 p.m.) and 11 truck deliveries per hour during nighttime hours (10:00 p.m. to 7:00 a.m.) for each side of the warehouse buildings where there are truck loading docks based on the project trip generation in the Sunset Crossroads Traffic Analysis (Urban Crossroads 2021). Assuming each truck delivery and truck loading/unloading would generate the maximum noise level of 75 dBA L_{max} at 50 ft for up to 5 minutes, truck delivery and truck loading/unloading activities would generate a noise level of 76.0 dBA at 50 ft during daytime hours and 74.6 dBA L_{eq} at 50 ft during nighttime hours at each side of the proposed warehouse buildings where there are truck loading docks. In addition, the south end of warehouse buildings 1 and 2 would include 10 ft high “wing walls” with the implementation of PDF N-2.

- **HVAC Equipment:** The Development Project would include rooftop HVAC units for the office portion of the warehouse buildings and commercial buildings (retail/restaurant and hotel). The HVAC units could potentially operate 24 hours per day. One rooftop HVAC equipment would generate noise levels of 66.6 dBA L_{eq} at 5 ft.

- **Refrigeration Equipment:** The proposed Development Project would include refrigeration equipment for the proposed cold storage building in the proximity of buildings 5 and 6, which would consist of evaporator coils, 2 gas coolers, and 4 carbon dioxide (CO_2) packages on the rooftop of the cold storage building. The evaporator coils would be within the building’s interior and would not generate noise at the exterior of the proposed cold storage building. Each gas cooler and CO_2 package would generate a noise level of 80 dBA and 64 dBA, respectively, at a distance of 50 ft[12]. In addition, refrigeration equipment would require rooftop equipment to be shielded or relocated to the ground floor with the implementation of PDF N-2.

[12] LSA Associates, Inc. 2022. *Noise and Vibration Impact Analysis Report for the GTA Cold Storage Project*. December.

Section 4.13.6.1, Pages 4.13-43 and 4.13-44, revise as follows:

REVISED Table 4.13.V: Operational Noise Levels shows the combined calculated daytime and nighttime noise levels at the closest residences and MSJC property lines surrounding the Development Site using SoundPLAN from the individual stationary noise sources discussed above, which include truck delivery and truck loading/unloading activities, HVAC equipment, refrigeration equipment, drive-through speakerphones, parking activities, fueling activities, and outdoor eating activities. The modeled receptor locations are shown in **Figure 4.13-2: Modeled Receptor Locations**, and the SoundPLAN printouts are provided in the Supplemental Noise Analysis for the Sunset Crossroads Project ~~Noise and Vibration Impact Analysis Report~~ in Appendix I-2 of this EIR.

As shown in **REVISED Table 4.13.V**, with PDF N-2, noise levels generated from project operations would not exceed the City's exterior daytime noise standard of 55 dBA L_{eq} for residences and the MSJC campus located in the City. The school property line was evaluated using the City's noise standards for residences for a conservative analysis because the City does not have noise standards for schools. Also, noise levels generated from project operations would not exceed the City's exterior nighttime noise standard of 45 dBA L_{eq} for residences located in the City except for residences represented by Receptors R-1 and ~~through~~ R-46 ~~and the school represented by Receptor R-7~~. The Development Project would increase ambient noise levels by up to ~~1.1~~0.3 dBA at residences represented by Receptors R-1 and ~~through~~ R-46 ~~and the school represented by Receptor R-7~~. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise levels generated from project operations at these receptors would be less than significant.

REVISED Table 4.13.V: Operational Noise Levels

Receptor No.	Jurisdiction	Land Use	Direction	Project Generated Noise Level[1] (dBA L_{eq})		Noise Standard (dBA)		Exceed Noise Standard?		Average Ambient Noise Level (dBA L_{eq})		Ambient Noise Level Increase (dBA)	
				Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R-1	Banning	Residence	East	48.853.3	46.352.8	55	45	No	Yes	65.0	58.0	0.11.3	0.31.1
R-2	Banning	Residence	East	47.248.3	44.347.7	55	45	No	NoYes	65.0	58.0	0.10.4	0.20.4
R-3	Banning	Residence	East	48.451.5	45.051.3	55	45	No	NoYes	65.0	58.0	0.10.9	0.20.8
R-4	Banning	Residence	East	49.350.9	45.350.6	55	45	No	Yes	65.0	58.0	0.10.8	0.20.7
R-5	Banning	Residence	East	46.350.1	43.250.9	55	45	No	NoYes	65.0	58.0	0.10.7	0.10.8
R-6	Banning	Residence	East	44.649.5	42.751.2	55	45	No	NoYes	65.0	58.0	0.00.6	0.10.8
R-7	Banning	School[2]	East	45.949.8	44.252.0	55	45	No	NoYes	65.0	58.0	0.10.6	0.21.0
R-8	County[3]	Residence	Southeast	43.344.9	42.245.9	65[4]	45[4]	No	NoYes	60.7	45.9	0.12.5	1.53.0
R-9	County[3]	Residence	South	46.844.6	44.443.7	65[4]	45[4]	No	NoNo	60.7	45.9	0.22.4	2.32.0
R-10	County[3]	Residence	South	44.846.0	42.445.7	65[4]	45[4]	No	NoYes	60.7	45.9	0.13.1	1.62.9
R-11	County[3]	Residence	South	47.247.2	45.647.1	65[4]	45[4]	No	Yes	60.7	45.9	0.23.7	2.93.7
R-12	County[3]	Residence	South	45.547.3	43.947.8	65[4]	45[4]	No	YesNo	60.7	45.9	0.13.8	2.14.1
R-13	County[3]	Residence	Southwest	45.443.7	43.844.3	65[4]	45[4]	No	No	60.5	52.9	0.10.5	0.50.6
R-14	County[3]	Residence	Southwest	42.845.1	41.145.0	65[4]	45[4]	No	No	60.5	52.9	0.10.7	0.30.7
R-15	Banning	Residence	West	42.643.5	40.943.0	55	45	No	No	60.5	52.9	0.10.5	0.30.4
R-16	Banning	Residence	West	42.743.0	40.942.1	55	45	No	No	60.5	52.9	0.10.4	0.30.3
R-17	Banning	Residence	West	42.542.8	40.841.5	55	45	No	No	60.5	52.9	0.10.4	0.30.3
R-18	Banning	Residence	West	41.442.3	40.041.1	55	45	No	No	55.9	54.9	0.20.2	0.10.2
R-19	Banning	Residence	West	41.742.1	39.340.8	55	45	No	No	55.9	54.9	0.20.2	0.10.2

Source: Compiled by LSA Associates, Inc. (20243).

[1] Noise level at the property line.

[2] Mount San Jacinto College San Gorgonio Pass campus.

[3] Riverside County.

[4] 10-minute L_{eq} noise standard.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

Section 4.13.6.1, Page 4.13-47, revise as follows:

In addition, as shown in **REVISED Table 4.13.V**, with PDF N-2, noise levels generated from operations of the Development Project would not exceed the County's exterior daytime 10-minute noise standard of 65 dBA L_{eq} for residences located in the unincorporated County. Also, noise levels generated from operations of the Development Project would not exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq} for residences located in the unincorporated County except for residences represented by Receptors ~~R-8, R-10,~~ R-11~~, and R-12~~, which would exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq}. The Development Project would increase ambient noise levels by up to 2.9 dBA at the residence represented by Receptor R-11~~0~~. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, with PDF N-2, noise levels generated from project operations at this~~ese~~ receptor~~s~~ would be less than significant. ~~However, the Development Project would increase ambient noise levels by up to 4.1 dBA for residences represented by Receptors R-8, R-11, and R-12. Therefore, noise generated from operations of the Development Project would be significant. As the Development Project and residences at Receptors R-8, R-11, and R-12 have driveway access onto Bobcat Road, mitigation measures such as noise barriers would not be feasible because they would not be effective. Therefore, noise impacts from operations of the Development Project would be significant and unavoidable.~~

Level of Significance Prior to Mitigation: Noise impacts from p~~P~~roject construction activities would be potentially significant while ~~and~~ operations of the Development Project from traffic noise and stationary noise would be less than s~~Potentially S~~ignificant ~~Impacts~~.

Section 4.13.6.1, Page 4.13-49, revise as follows:

Mitigation Measure NOI-2

Prior to approval of roadway plans for Sunset Avenue, the City will confirm that the Development Project design plans for Sunset Avenue incorporate Project Design Feature N-1 (PDF N-1) and shift the alignment of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard Extension/Westward Avenue to the west from the existing centerline as required by PDF N-1 to reduce traffic noise at neighboring sensitive uses to a less than significant level. To reduce operational noise impacts to a less than significant level, prior to issuance of building permits, the City will confirm that the following building design plans are consistent with PDF N-2: (1) design plans for each building proposed to contain cold storage facilities shall either shield rooftop cold storage equipment or locate such equipment on the ground level and (2) design plans for buildings adjacent to Bobcat Road (in the location depicted for Buildings 1 and 2 in the Specific Plan), shall include wing walls and parking lot walls meeting the requirements of PDF N-2.~~A minimum barrier height of 6 ft along the east side of Sunset Avenue south of Westward Avenue adjacent to existing school buildings at the MSJC school to reduce traffic noise levels for these sensitive receptors to the City's noise standard of 65 dBA CNEL or below.~~

Level of Significance After Mitigation: Noise generated by project construction equipment activities would be reduced to a less than significant level with the implementation of the **Mitigation Measure NOI-1**. However, because it is yet to be determined if a noise barrier can be constructed on City right-of-way, construction noise impacts for construction of the roadway and utilities on Sunset Boulevard would be considered significant and unavoidable. In addition, operations of the Development Project from stationary noise would remain less than significant level with the implementation of the **Mitigation Measure NOI-2**.

~~For the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, additional off-site noise barriers would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise level reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers would not be possible because the viewpoints of property owners would differ. Off-site traffic noise impacts at the MSJC school would be reduced to a less than significant level with the implementation of Mitigation Measure NOI-2. However, traffic noise impacts would remain significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Development Project and the City, and therefore it is uncertain whether the wall would be constructed. Rubberized asphalt could be installed but it is not an effective long-term mitigation measure because it degrades over time. Therefore, off-site traffic noise impacts from operation of the Development Project would be significant and unavoidable.~~

~~In addition, stationary noise from operation of the Development Project would be Significant and Unavoidable because the project would have driveway access onto Bobcat Road and mitigation measures such as noise barriers would not be feasible.~~

Section 4.17 Transportation

Introduction, page 4.17-1, revise as follows:

This section provides a discussion of the existing transportation conditions in the region, in the City, and in the vicinity of the Development Project. In addition, this section addresses potential impacts to transportation facilities resulting from construction and operation of the Development Project. This section also summarizes information provided in the *Sunset Crossroads Vehicle Miles Traveled (VMT) Analysis* prepared for the Development Project in August 2023 and included as **Appendix J-1**. Although as described below consideration of level of service is not a requirement under CEQA, this section also considers the *Sunset Crossroads Traffic Analysis* prepared for the Development Project in ~~August~~ June 2023, ~~this report~~ is included as **Appendix J-2** to this Environmental Impact Report (EIR) and the *Sunset Crossroads Supplemental Traffic Assessment* prepared in August, 2023 attached as **Appendix J-3** to this EIR. This section also incorporates data and information from the City of Banning (City) and County of Riverside (County) General Plans, a review of existing resources, technical data, and applicable laws, regulations, and guidelines.

Section 4.17.2, page 4.17-2, first paragraph, second sentence, revise as follows:

However, because LOS is still used by the City of Banning in its General Plan for local planning purposes, that information is analyzed for informational purposes only for consistency with the City of Banning General Plan Policy 6 in Section 4.11 ~~under Threshold 4.17.1~~.

Section 4.17.2, page 4.17-3, first paragraph, last sentence, revise as follows:

The screening evaluations are discussed in more detail in **Appendix J-1** to this EIR.

Section 4.17.3, page 4.17-3, revise as follows:

The information below describes the existing setting of the roadway network, bicycle and pedestrian facilities, and transit that services the City of Banning as well as the area of the Development Site. As LOS is no longer the legally acceptable threshold for transportation-related environmental impact pursuant to CEQA, the existing traffic conditions on nearby roadways and intersections and future traffic conditions with the Development Project and without are discussed in the Sunset Crossroads Traffic Analysis (June 2023) and supplemental assessment prepared for the Development Project in August 2023 (**Appendix J-2 and Appendix J-3**).

Section 4.17.3.1, pages 4.17-3 and 4.17-4, revise as follows:

Roadway Network. The Development Site is currently located in both the City of Banning (Northern Portion of the Development Site) and in unincorporated Riverside County (Southern Portion of the Development Site). Though no portion of the Development Site is within the City of Beaumont limits, Beaumont is in close proximity to the Development Site, and roads in its jurisdiction are also considered in the existing setting as the Development Project is anticipated to contribute 50 or more peak hour trips on Beaumont's roads. The City of Banning (Circulation Element, 2013) identifies the following types of roads within its jurisdiction:

- **Urban Arterial Highways and Arterial Highways** are six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 134-foot right-of-way (Urban Arterial Highway) and a 110-foot curb-to-curb (Arterial Highway) measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off of the freeways. The following study area roadways within the City of Banning are classified as an Urban ~~Arterial~~ Highway: Sunset Avenue, north of Lincoln Street; Highland Springs Avenue, south of I-10~~Wilson Street,~~ and the Sun Lakes Boulevard Extension. Of note, GPA 19-2502 modified the Circulation Element by changing the Sun Lakes Boulevard alignment ~~that~~ such that instead of connecting South Highland Home Road to West Lincoln, Sun Lakes Boulevard now connects South Highland Home Road to Sunset Avenue at Westward Avenue.

- **Major Highways ~~Roadways~~** are four-lane divided roadways that may provide on-street parking. These roadways typically have a 100-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways direct traffic through major development areas and serve to move large volumes of inter-city traffic. The following study area roadways within the study

area ~~City of Banning~~ are classified as a Major Highway~~Roadway~~: Wilson Street; Ramsey Street; ~~Sunset Avenue, north of Lincoln Street;~~ and Lincoln Street.

- **Secondary Highways ~~Streets~~** are four-lane roadways and may include a painted median. These roadways typically have an 88-foot right-of-way and a 64-foot curb-to-curb measurement and typically direct traffic through major development areas and have lesser capacity than Major Roadways. The following Secondary Highways ~~Streets~~ are within the study area of the Development Project: Highland Home Road, north of Lincoln Street ~~Sun Lakes Boulevard~~; Sunset Avenue, between ~~south of~~ Lincoln Street and Porter Road; ~~and Bobcat Road, west of Sunset Avenue to the western Development Site proposed boundary.~~

- **Collector Streets** are two-lane roadways that provide on-street parking on both sides. These roads typically have a 66-foot right-of-way and a 44-foot curb-to-curb measurement and provide connections to secondary streets, arterials, and freeways, with most traffic being through-traffic or intra-city traffic. The following Collector Streets are within the study area of the Development Project: Sunset Avenue, south of Porter Road, Highland Home Road, south of Lincoln Street~~Sun Lakes Boulevard~~; Westward Avenue, east of Sunset Avenue, and Bobcat Road; ~~22nd Street; and~~

Section 4.17.4.2, page 4.17-7, add the following City of Banning General Plan Circulation Element policy before Policy 7:

> **Policy 6:** The City shall maintain peak hour Level of Service D or better on all local roadways and intersections.

Section 4.17.6.1, page 4.17-8, add the following City of Banning General Plan Circulation Element policies:

> **Policy 25:** The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.
>
> **Policy 27:** The City shall provide for a comprehensive, interconnected recreational trail system suitable for bicycles, equestrians, and/or pedestrians.

Section 4.17.6.2, page 4.17-12, revise as follows:

Bicycle Facilities. ~~P~~The City's General Plan Circulation Element Policy 25 and~~olicy olicy 6 of the City's General Plan~~Parks and Recreation Element Policy 6 state~~s~~ "The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets." The Specific Plan for the Development Project, as revised, identifies 8-foot wide Class II Bikeways on both sides of Sunset Avenue from the I-10 to the SLB Extension and along both sides of Lincoln Street. The Sunset Avenue bike lanes would link to Class I bike lanes proposed by the City in its separate SLB Extension project. Additionally, the Specific Plan (Section 3.4) has been revised to require that individual site plans identify and provide safe pathways for bicyclists from public roadways to on-site bicycle storage locations, using signage and/or striping. ~~While the Development Project would not include internal bike paths, it would not preclude future development of bike~~

~~facilities along the future Sun Lakes Boulevard Extension (to be constructed by the City and third parties) or on the roadway network that borders the Development Site (Highland Home Road, Bobcat Road, and South Sunset Avenue).~~ The Development Project would be consistent with Policy 6 of the City's General Plan Parks and Recreation Element. This impact would be ***less than significant***, and no mitigation measures are required.

Section 4.17.6.3, page 4.17-13, revise as follows:

SB 743 and the resulting *CEQA Guidelines* Section 15064.3 requires CEQA analysis of vehicle miles traveled for light duty trucks and passenger vehicles with the goal of lessening miles traveled, encouraging infill development and diversity of land uses instead of sprawl, and promoting multimodal transportation (transit) networks. The OPR Technical Advisory was prepared to assist lead agencies in compliance with SB 743's framework. As an initial point, *CEQA Guidelines* Section 15064.3(a) defines VMT as "the amount and distance of automobile travel attributable to a project." *CEQA Guidelines* Section 15064.3(a) focuses on "automobile travel." The OPR Technical Advisory states that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. It does not include heavy duty trucks, semi-trailers, construction equipment, or other commercial-type vehicles. ~~While the Project Heavy Truck VMT is included in Table 1 of the Supplemental VMT analysis (Appendix J-1-4 of the Draft EIR) to identify and disclose any h~~Heavy truck activity related Development Project VMT~~, this was prepared for information purposes,~~ is not required under CEQA Guidelines Section 15064.3(a), and cannot be used in determining the significance of traffic impacts in CEQA.

Section 4.17.6.3, starting on page 4.17-14, revise as follows:

The Development Project would exceed the City's adopted thresholds of 25.9 VMT per employee for the industrial and hotel uses. This would result in a potentially significant impact. To achieve a less than significant finding for non-retail VMT per employee, VMT would need to be reduced by 15.9 percent or 26,377 HBW VMT. The following project design features (PDFs) described in Appendix J-1 have the potential to reduce HBW VMT. These design features are based on coordination with the City staff and the recommendations contained within the City's Traffic Impact Analysis Guidelines and the Western Riverside Council of governments (WRCOG) TDM Strategies Evaluation Memo.

PDF T-1: Commute Trip Reduction Marketing

The Development Project will include a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

1. Onsite or online commuter information services.
2. Employee transportation coordinators.
3. Onsite or online transit pass sales.

The Development Project will provide tenant's employees material and online resources as a means to promote the commute trip reduction program. With proper implementation and 100 percent of the employees eligible, this design feature is expected to reduce VMT by 4 percent.

PDF T-2: Ridesharing Program

The Development Project will provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include the following

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas or ridesharing vehicles.
- Providing an app or website for coordinating rides.

The Development Project as designed, will provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. As calculated for the Project, with proper implementation and 100 percent employees eligible, the Project is expected to reduce VMT by four percent.

PDF T-3: End-of-Trip Bicycle Facilities

The Development Project will install and maintain end-of-trip facilities for employee use. In this case End-of-trip facilities will only include bike parking. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT. End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.

The Development Project will include building elements for bicycle trip end facilities (i.e., parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. As calculated, the Project will reduce VMT by 0.06 percent.

These project design features will be incorporated into the Transportation Demand Strategy Report required under Mitigation Measure TRA-1. As detailed in Appendix J-1, the inclusion of PDFs T-1 through T-3 would result in a reduction in HBW VMT of 8.4 percent. As noted previously, the Development Project would need to reduce HBW VMT by 15.9 percent to a achieve a less than significant finding; therefore, the Project's impact to non-retail VMT per employee is significant. ~~and unavoidable. With implementation of the measures identified in **MM TRA-1**, a project can realize a maximum reduction of 45 percent in commute VMT. The Development Project would require a minimum reduction of 18.9 percent to achieve a less than significant impact.~~

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Project Design Features ~~**Regulatory Compliance Measures**~~**and Mitigation Measures:** The following mitigation measure would require the preparation of a Transportation Demand Management (TDM) strategy report to reduce employee VMT that incorporates PDF T-1, PDF T-2 and PDF T-3. ~~The TDM measures included in **MM TRA-1** below were derived from the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equality Since future tenants on the Development Site are unknown at this time,~~While the inclusion of PDFs T-1 through T-3 would reduce HBW VMT by 8.4 percent, Project generated VMT per employee still exceeds the City's adopted VMT impact threshold; ~~implementation of the feasible TDM measures identified in **MM TRA-1** cannot be guaranteed to reduce the industrial and service component's VMT per employee to a level of less than significant.~~ Therefore, even with the implementation of **MM TRA-1**, Impact 4.17.2 would remain ***significant and unavoidable***.

Section 4.17.6.4, page 4.17-15, first paragraph (in part), revise as follows:

Development Project Analysis. The Development Project is located adjacent to Highland Home Road, Bobcat Road, and South Sunset Avenue, which are fully improved roadways that meet City standards. Sunset Avenue north of Lincoln Street to I-10 is classified as a Major/Arterial Highway in the General Plan Circulation Element. Highland Home Road (north of SLB Extension), ~~Bobcat Road~~, and Sunset Avenue (between Lincoln Street and Porter Road) are classified as Secondary Highways ~~Streets~~ in the General Plan Circulation Element. A Secondary Street is a four-lane roadway and may include a painted median. Access to the Development Site would be from Lincoln Street and other internal roadways, the Sun Lakes Boulevard Extension, and Bobcat Road. Sunset Avenue (south of Porter Road), Highland Home Road, south of Sun Lakes Boulevard; Westward Avenue, east of Sunset Avenue, and Bobcat Road are classified as Collector Streets under the City's General Plan Circulation Element. Improvements to the existing roadway network and new internal roadways would be constructed to meet City standards and would require appropriate review by the City Engineer. The City, through established design and development review processes, ensures that developments do not introduce inefficient or unsafe transportation system or traffic improvements. Established traffic safety designs and design protocols routinely employed by the City typically include: the California Manual on Uniform Traffic Control Devices (CA MUTCD); the Highway Design Manual; the AASHTO Policy on Geometric Design of Highways and Streets; the Caltrans Standard Plans and Standard Specifications; the City's Standard Drawings; and the City's Special Provisions. Other pertinent documents may include Specific Plans, Master Plans, and the Conditions of Approval for the Project. These design protocols would appropriately consider community access, truck movement, and potential traffic hazards. The provision of the circulation improvements (as reviewed and approved by the City Engineer and the with the incorporation of appropriate design criteria) would ensure such improvements provide sufficient safe access to and through the Project area and to/from adjoining communities. The proposed driveways and intersections would be designed so as to not introduce hazards due to geometric design feature (e.g., sharp curves or dangerous intersections). This impact would be less than significant.

Section 4.17.6.4, page 4.17-15, first paragraph, add prior to last sentence:

An additional project design feature (PDF) T-4 has been incorporated into the Specific Plan (see revised Specific Plan, Section 3.4) to discourage truck travel along Sun Lakes Boulevard west of the Development Site. The Truck Route Management Plan, to be approved by the City Community Development Director, will be required prior to issuance of the first occupancy permits for each industrial site, and will include the following components:

PDF T-4: Truck Route Management Plan.

Prior to issuance of the first certificate of occupancy permits for an industrial building on the Development Site, the applicant shall submit and the City Community Development Director shall approve a Truck Route Management Plan including g the following components:

- Posting of signage clearly showing the designated entry for trucks from the public streets to the designated on-site truck check-in and truck parking areas.

- Posting of signage indicating that all parking and maintenance of trucks must be conducted within the designated onsite areas and not within the surrounding community or on public streets.

- Posting of signage for exiting traffic (other than exempt vehicles) showing the designated exits and restricting westward travel on Sun Lakes Boulevard west of Highland Home Road.

- Lease provisions clearly identifying the required truck routes, including requiring trucks to use Sunset Avenue to access the I-10 Freeway interchange and prohibiting trucks (other than exempt vehicles) on Sun Lakes Boulevard west of Highland Home Road.

- Consider and include, where feasible, driveway aprons providing egress to SLB Extension that physically direct trucks east on Sun Lakes Boulevard Extension in a manner that does not affect exempt vehicles.

- Truck route maps provided to all drivers and posted in breakrooms and throughout the Project.

- Designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues.

For the Truck Route Management Plan, exempt vehicles include emergency and public safety vehicles, buses, limos and passenger vehicles, vehicles owned by a public utility or public agency and delivery vans serving local routes or using designated detour routes. With the implementation of the Truck Route Management Plan, potential conflicts with truck traffic through residential uses would be

reduced. Therefore, the Development Project would not introduce safety hazards due to incompatible uses. This impact would be less than significant, and no mitigation measures are required.

Section 4.17.6.4, page 4.17-16, revise as follows:

As discussed in **Sections 3.5.3.2 and 4.17.6.4** of this EIR, the Development Project would include improvements to the existing roadway network and development of an internal roadway network consistent with City design standards.

Section 4.19 Utilities and Service Systems

Section 4.19.3.1, page 4.19-4, revise as follows:

("Table A Amount") which lists the contracted maximum amount of water an agency may receive under its contract. The SGPWA's "Table A Amount" is 17,300 acre-feet per year[13] (afy) through 2045. In 2022, SGPWA entered into a 20-year Agreement with the City of San Buenaventura (Ventura) and the Casitas Municipal Water District (Casitas). Together, the City of Ventura and the Casitas Municipal Water District have a combined Table A water allocation of 20,000 acre-feet. Ventura and Casitas do not plan to take direct delivery of their respective Table A water. The Ventura Water Agreement allows SGPWA to purchase water from Ventura and Casitas through its contractual arrangement. Of the 20,000 acre-feet total Table A allocation, the agreement allows for SGPWA to receive up to 10,000 acre-feet in addition to the existing 17,300 acre-feet Table A allocation for SGPWA. The City can expect to receive additional water from SGPWA because of its contract with Ventura. This additional water will increase the amount of water that the City has available for groundwater recharge and will be able to extract from storage for future use.

Section 4.19.6.1, page 4.19-31, revise as follows:

RCM UT-1 Prior to the issuance of certificate of occupancy~~grading permits~~ by the City of Banning, the most current Wastewater Facilities and Water Facilities Development Impact Fees for commercial and industrial uses shall be paid as calculated by the City. The certificate of occupancy~~grading permit~~ would be issued by the City following demonstration of proof of the appropriate Wastewater Facilities and Water Facilities Development Impact Fees are paid.

Chapter 6.0 Cumulative Impacts

Section 6.4.1, page 6-16, last sentence, revise as follows:

The City's General Plan can be accessed at: http://banning.ca.us/803/Planning-Resource-Documents ~~http://banning.ca.us/468/General-Plan-Amendments~~

[13] This represents the maximum contract amount that could be available each year assuming the SWP could deliver 100 percent of contract supplies to all SWP contractors.

Section 6.5, page 6-23, second paragraph, revise as follows:

As previously established **in Section 4.3**, with the implementation of **Regulatory Compliance Measures (RCMs) AIR 1 through AIR-4** and **Mitigation Measure AIR-1**, the Project was determined to have less than significant impacts related to exposure of sensitive receptors to concentrations of localized pollutants during construction. Project construction and operation would not exceed the cancer risk and chronic hazard index thresholds with implementation of the above-referenced mitigation. Project-related odors were determined to be less than significant. For each of these impact areas, because the Development Project does not have a significant impact under the relevant SCAQMD guidance, the Development Project would not contribute to a cumulatively significant impact. As stated in Section 4.3, based on public comments received on the Draft EIR, a supplemental HRA (Final EIR, Appendix C-4) was prepared assess the additional potential health risks from resulting from revised truck trip lengths and the operation of TRUs. As with the original HRA, the supplemental HRA determined that health risk impacts at the nearest sensitive receptor would be substantially lower than SCAQMD health risk thresholds. Any subsequent development on the MSJC Site under the MSJC Entitlements would be limited to residential uses. Regulatory Compliance Measures required by the SCAQMD likely would result in less than significant impacts from construction, but a project-specific analysis when a development project is proposed is needed to confirm. As established in **Section 5.4.4.2**, in compliance with the City's General Plan, any such development would require project-specific analysis, including the identification of appropriate mitigation to reduce impacts related to regional pollutants, localized pollutants, TACs, or odors (if any.)

Section 6.5.3.1, page 6-24, revise as follows:

As identified in **Section 4.3**, the Development Project's regional construction emissions would result in an exceedance of volatile organic compounds (VOCs), NO_X and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) before mitigation. ~~After mitigation, the construction impacts are less than significant.~~ The daily emissions identified in **Table 4.3.H** reflect a combination of overlapping construction operations of the Development Project. With the exception of ~~volatile organic compounds (~~VOCs~~)~~, construction emissions associated with the Development Project would be reduced to a less than significant level with implementation of revised **Mitigation Measure AIR-1** (see **Table 4.3.I**); therefore, during construction, a significant and unavoidable regional air quality impact would occur. It is not anticipated that development of the MSJC Site and other cumulative projects would occur within the same time period as construction of the Development Project. Any future development proposal for the MSJC Site would be required to prepare a project-specific air quality analysis evaluating the proposal's potential to exceed established air quality thresholds for construction which cannot be estimated at this time. However, it is likely that with project-specific mitigation and applicable RCMs, construction of Very High Density Residential (VHDR) uses on the MSJC Site also would not exceed regional air quality thresholds and would not be cumulatively considerable.

Section 6.5.3.2, page 6-24, revise as follows:

As stated in Section 4.3, a supplemental air quality assessment (Final EIR, Appendix C-5) was prepared assess the additional potential air quality impacts from resulting from revised truck trip lengths and the operation of TRUs. Based on public comment received on the Draft EIR, additional measures have

been added to **Mitigation Measures AIR-1** and **AIR-2** to further reduce, to the extent feasible, the emission of pollutants during the construction and operation of the Development Project. While the supplemental air quality assessment identified additional emissions of criteria pollutants, even with this addition mitigation, the previously identified significance determination (significant and unavoidable) for the Development Project was unchanged. Under a conservative analysis where concurrent construction and operation of each phase of the proposed Development Project (**Tables 4.3.J through 4.3.M**) occurs, emissions would exceed the SCAQMD thresholds for all pollutants except for sulfur oxides (SO_x). Despite implementation of the planned Project Design Features (PDFs) and mitigation measures identified in revised **Mitigation Measure AIR-2** (which requires the implementation of all feasible measures to reduce operational impacts associated with the Development Project) and the measures identified in **Section 4.17** of this EIR to reduce vehicle miles traveled (VMT) (which do not result in quantifiable emissions reductions) for the Development Project, emissions associated with operation of the Development Project would remain significant and unavoidable.

Section 6.5.4, Page 6-27, revise as follows:

As previously identified in **Section 4.4** of this EIR, impacts on candidate, sensitive, or special-status species from the Development Project would be addressed by adherence to mitigation measures in the City's General Plan EIR requiring compliance with MSHCP policies, including the conduct of species-specific focused surveys (as appropriate) for burrowing owl, narrow endemic plants, the Los Angeles pocket mouse and riparian communities/drainages; and implementation of **Mitigation Measures BIO-1** through **BIO-16~~5~~**. Development Project impacts to riparian habitat are reduced to a less than significant level through implementation of **Mitigation Measures BIO-1 through BIO-6**, and **Mitigation Measures BIO-9** through **BIO-16~~5~~**. Impacts to local biological protection policies and the adopted MSHCP are reduced to a less than significant level through the implementation of **MM BIO-1** through **MM BIO-6, and Mitigation Measures BIO-9** through **BIO-16~~5~~.**

Section 6.5.6.2, page 6-32, first paragraph, last two sentences, revise as follows:

Based on its mix of generation sources, BEU~~'s current energy portfolio is c~~urrently has a renewable portfolio of 81.3 percent (2022), far exceeding the State's target of 50% by 2030. ~~75 percent renewable. While changes in generation sources are expected to decrease the renewable portfolio to 70 percent in 2027,~~ T~~t~~his satisfies RPS targets for 2030 mandated under SB 100.~~renewable or energy efficiency programs~~.

Section 6.5.6.2, page 6-32, second paragraph, revise as follows:

The Project and related projects are required to comply with various federal and State government legislation to improve energy efficiency in buildings, equipment, and appliances and reduce vehicle miles traveled. The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CBC is updated every 3 years, and the current 2022 CBC went into effect in January 2023 and is applicable to the Development Project. The California Building Standards Commission adopted Part 6 of the Title 24 Building Energy Efficiency Standards and adopted Part 11 (referred to as the California Green Building Standards Code, or CALGreen) as part of the State's

efforts to reduce greenhouse gas emissions and energy consumption from residential and non-residential buildings. CALGreen covers the following five categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) indoor environmental quality. The current solar requirements for non-residential development include: solar ready roofs that include roof vents and skylights spaced in a manner that allows the south facing roof areas sufficient space to install PV solar panels. Commercial buildings are required to install solar panels with the capacity to generate at least 20 percent of the buildings' expected electricity consumption. Industrial buildings are required to install solar panels with the capacity to generate the expected electricity consumption of the office space of the warehouses and otherwise comply with Title 24, Part 6. Remaining portions of the roofs are required to be solar ready. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards pursuant to Chapter 15.04 of the City Municipal Code. Accordingly, the cumulative projects would comply with the applicable CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation. As cumulative development occurs, it is reasonable to assume that provisions of the applicable energy and/or building codes would be implemented, furthering the efficient use of energy resources. **Regulatory Compliance Measure ENG-1** is a regulatory requirement imposed on all projects by the City to ensure the incorporation of required features to meet code requirements and ensure efficient use of energy for building operations; therefore, as cumulative development occurs, it would not significantly obstruct or conflict with adopted plans for renewable energy and energy efficiency.

Section 6.5.6.3, page 6-33, third paragraph, first two sentences, revise as follows:

Based on fuel consumption obtained from the CARB California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in Riverside County in 2023. Based on estimated VMT, the Development Project would use approximately 1.423 and 6.6671~~.377 and 5.940~~ million gallons of gasoline and diesel fuel, respectively (approximately 1.50~~.2~~ percent of Countywide gasoline fuel usage and 2.01~~.8~~ percent of Countywide diesel fuel usage).

Section 6.5.8, page 6-35, second and third paragraphs, revise as follows:

Under *CEQA Guidelines* Section 15064.4, greenhouse gas (GHG) and climate change-related impacts are inherently cumulative; therefore, there are no non-cumulative greenhouse gas emission impacts from a climate change perspective and any additional GHG emissions above an applicable threshold of significance would have a cumulative impact. Based on comments received during public review of the Draft EIR, supplement air quality assessment and greenhouse analyses were conducted to account for increased truck trip lengths and emissions from transport refrigeration units (TRUs). These additional analyses are provided as Final EIR **Appendices C-5 and C-6.** As identified in the supplemental analyses, ~~**Section 4.8**, at~~ buildout, the Development Project's unmitigated emissions with incorporation of the PDFs would be approximately 62,844.96 ~~48,788~~ metric tons of carbon dioxide (CO_2) equivalents (MT CO_2e) annually from both construction and operations.[14] GHG emissions from development of the MSJC Site cannot be determined until a project is proposed, and

[14] This includes total construction emissions amortized over 30 years per 2008 SCAQMD Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans.

approval of the MSJC Entitlements will not result in GHG emissions. Because the Project is comprised of both the MSJC Entitlements and Development Project, Project-related GHG emissions would exceed the City's 3,000 MT CO_2e per year threshold. The majority of the GHG emissions (~~66 percent of unmitigated emissions and 67 percent of mitigated emissions~~) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and the City has no control over these standards. Greenhouse gas reducing practices have been identified in revised **Mitigation Measures AIR-2** and **GHG-1 through GHG-7~~6~~,** which would reduce emissions to 44,313.0 ~~38,726.25~~ MT CO_2e per year at Project buildout,[15] which would still exceed the City's threshold of 3,000 MT CO_2e. Again, the majority of these are generated from mobile sources that are regulated by the State and not the City. Therefore, under CEQA Appendix G threshold VIII a), the Project's GHG emissions are significant.

The second threshold of significance pertains to whether the Project would conflict with an applicable GHG reducing plan or policy. As indicated in **Section 4.8** of this EIR, the Development Project gains over 500 points in the County of Riverside Climate Action Plan (CAP) Screening Tables and implements PDFs **(Table 4.8.K**) and revised **Mitigation Measures AIR-2, GHG-1, GHG-2, GHG-4** through~~, GHG-5, and~~ **GHG-7~~6~~ t**o reduce GHG emissions. Furthermore, as demonstrated in **Tables 4.8.K~~L~~** through **4.8.O** of this EIR, the Development Project is generally consistent with and/or would not conflict with the GHG emission reduction policies, measures, goals, or strategies identified in the City's General Plan, the Riverside County CAP, applicable Scoping Plan(s), Regional Transportation Plan, or Air Quality Management Plan. However, due to the annual volume of CO_2e emitted in excess of the City's 3,000 MT CO_2e per year threshold, and the infeasibility of additional mitigation measures to reduce the impacts of the Development Project to less than significant, the Development Project's contribution of GHG is cumulatively considerable. The GHG analyses conducted for various cumulative projects[16] each identified significant and unavoidable emissions of GHGs in excess of established thresholds and concluded the projects' contribution of GHG emissions would be cumulatively significant. As such, the Project would result in a significant cumulative impact with respect to GHG emissions.

Section 6.5.13.1, page 6-45, third paragraph, revise as follows:

While part of the Project, the timing of any future development of the MSJC Site is not known at this time, but development may occur in the future concurrently with development of portions of the RSG site. Construction crew commutes and the transport of construction equipment and materials would incrementally increase noise levels on adjoining roadways. Noise generated during site preparation, grading, building construction, paving, and architectural coating phases of construction could, if carried out at the same time, have cumulatively considerable impacts on sensitive receptors in the community. The net increase in noise levels generated by these activities and other sources has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. In the event the Project and RSG project are developed at the same time, adherence to the City's Municipal Code (Section 8.44.090[E]) would limit the construction activities to daytime

[15] See Table 4.8.J. Includes construction emissions amortized over a 30-year period (487.49 MT CO2e per year.)

[16] For example, 'mitigated' GHG emissions from the selected cumulative projects include: Butterfield Specific Plan (124,025 MT CO_2e), Rancho San Gorgonio Specific Plan (46,000 MT CO_2e), Sun Lakes Village North (11,966 MT CO_2e), and Beaumont Pointe Specific Plan (60,638 MT CO_2e).

between 7:00 a.m. and 6:00 p.m. As stated in **Section 4.13**, implementation of **Mitigation Measure NOI-1** requiring a temporary construction noise barrier when project construction activities are within 100 feet from the nearest residential structure would reduce ~~construction~~ noise levels from on-site construction to below the City's interior construction noise standard of 55 A-weighted decibel (dBA) for more than 15 minutes per hour. Like the Development Project, the RSG project identified a significant construction-related noise impact at nearby receptors, recommending mitigation to reduce noise levels at nearby receptors.[17] Additionally, as established in **Section 5.4.13.2** of this EIR, a site-specific noise assessment identifying noise reduction requirements is required prior to any construction on the MSJC Site. As the City's Municipal Code limits hours of construction, because of the temporary nature of construction noise, and as both the Project and the RSG project will implement necessary mitigation to reduce construction noise levels at nearby receptors, construction noise in the project area would not be cumulatively considerable. As discussed in Section 4.13.6.1 of the DEIR, construction noise resulting from roadway and utility improvements could be significant and unavoidable. Cumulatively significant noise impacts require multiple sources and noise receptors, each in close proximity to each other. As roadway and utility improvements are typically linear projects that do not overlap (either in location or schedule) it is not likely multiple projects would be on-going at the same time; therefore, construction noise impacts resulting from roadway and utility improvements would not be cumulatively considerable.

Section 6.5.13.2, page 6-46, first paragraph, revise as follows:

Operational noise resulting from occupation of the Development Site would be typical of that experienced in similar industrial and commercial development and will include noise resulting from truck delivery and truck unloading activities, heating, ventilation, and air conditioning (HVAC) equipment, speakerphones, parking activities, fueling activities, and outdoor eating activities. While on-site operational noises are individual noise occurrences and are not typically additive in nature, with the inclusion of PDF N-2, significant nighttime operational noise impact of the Development Project previously identified in the Draft EIR ~~hat While a significant noise impact at~~ at several residential uses south of Bobcat Road ~~resulting from operation of proposed industrial uses~~ has been eliminated.~~, on-site operational noises are individual noise occurrences and are not typically additive in nature.~~ MSJC Site VHDR operational noise would be typical of residential developments. On-site noise from both the MSJC Site and the RSG site[18] would be limited that that typical of residential and educational uses (e.g., parking area noise, HVAC, recreational activity.) Therefore, although the RSG site and MSJC Site are in proximity to the Development Site, it is extremely unlikely that these adjacent properties will generate noises that would be additive in nature for two reasons. First, the noise sources would have to be adjacent or in close proximity to one another in order for the noises to intermingle. Second, the sensitive receptor or receptors would also have to be adjacent to or in close proximity to the noise generators; therefore, cumulative operational noise is not expected to create significant noise impacts at sensitive receptors. It is reasonable to conclude that each project will be

[17] Placeworks. 2016. *Rancho San Gorgonio Final Environmental Impact Report, City of Banning*, Section 5.11. October.

[18] RSG SP Planning Areas 8A-D anticipate Medium-High Density Residential development (up to 18.0 du/acre) adjacent to the Development Site and MSJC Site.

required to identify and mitigate operational noise such that exterior and interior noise levels do not exceed established City standards at any noise-sensitive use.

Section 6.5.13.3, pages 6-46 and 6-47 (continuing), revise as follows:

With respect to long-term operational noise which would primarily be caused by traffic, this EIR analyzed the cumulative impacts of the Project Sites, and cumulative projects as described in **Section 4.13** of this EIR and **Appendix I-1**. Specifically, future (2045) cumulative traffic calculations were used to determine the noise levels of all cumulative projects and reflect the cumulative conditions at new and existing land uses in the vicinity of the Project. The Horizon Year (2045) average daily traffic trips were obtained from the Project specific traffic analysis (which estimated traffic volumes and distributions for the cumulative projects added to the projected ambient growth detailed in Section 4.5 of the *Traffic Assessment* and *Supplemental Traffic Assessment* (see **Appendices J-2 and J-3** of this EIR) prepared for the Project. The standard vehicle mix for Southern California roadways was used for roadways in the Project vicinity under the no project scenario and the cumulative long-term noise impacts on off-site land uses were determined to be significant. Though the Draft EIR identified a significant traffic-noise impact at the residential uses and MSJC campus uses located east of Sunset Avenue, a project design feature has been added to the Development Project to reduce traffic noise levels at these locations to a less than significant level. Project design feature N-1 would shift the alignment of Sunset Avenue to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue would be adjusted 42 feet (ft) to the west from the existing centerline with implementation of the Development Project, which results in the new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site (see Final EIR, Appendix I-2). With the incorporation of project design feature (PDF) N-1, the Development Project would not contribute to a cumulatively significant traffic noise impact in the Project area (Development Project -related traffic would not increase ambient noise levels by 3 dBA or more in the Project buildout (2027) and horizon year (2045), nor would Project traffic noise levels exceed the City's noise standard of 65 dBA CNEL.) As stated previously, cumulatively significant noise impacts require multiple sources and noise receptors, each in close proximity to each other, within the same time period. The effect of traffic noise resulting from the Development Project would not be cumulatively considerable. ~~Based on this review, as analyzed in **Section 4.13** of this EIR, Horizon Year (2045) with Development Project traffic would result in a traffic noise increase of up to 13.5 dBA along Sunset Avenue between the I-10 westbound ramps and Bobcat Road. Increases in ambient noise levels for residential uses along Sunset Avenue and MSJC campus uses would be up to 10.7 and 11.8 dBA, respectively.[57] Therefore, the Development Project, MSJC Site development and cumulative projects would collectively have a significant noise impact on off-site residential uses because Project-related traffic would increase ambient noise levels by 3 dBA or more and the horizon year (2045) and Project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL. This EIR determined that potential mitigation measures to reduce off-site traffic noise levels along Sunset Avenue between Lincoln Street and south of Westward Avenue (at MSJC campus uses) could reduce noise below a level of significance. Despite this, as stated in **Section 4.13**, rubberized asphalt degrades over time and is not permanent and would not achieve the necessary long-term noise reduction to reduce noise impacts from vehicles to a less than significant level. Additionally, obtaining consent from all property owners (from both residential owners and the~~

~~MSJCCD) to construct off-site noise barriers is not certain; therefore, the reduction of significance achieved by the construction of such a barrier is similarly uncertain.~~

~~Similarly, special roadway paving and sound walls were considered to mitigate traffic noise associated with the RSG project.[19] These measures were deemed infeasible due to the limited noise reduction achievable (paving) and inability to provide a sound barrier that retained necessary access to affected residences. In the absence of other feasible noise reduction measures (for either project), the traffic-related cumulative noise impacts resulting from implementation of the Project remain significant and unavoidable; therefore, impacts related to traffic noise would be cumulatively considerable and significant~~.

Chapter 7.0 Other CEQA Considerations

Section 7.1, pages 7-2 and 7-3, REVISED Table 7.A, revise as follows:

REVISED Table 7.A: Significant Environmental Effects That Cannot Be Avoided

Topic/Section	Impact	Significance Determination	Details of Impact
Greenhouse Gas Emissions (4.8.5.1)	Implementation of the Development Project would generate GHG emissions that may have a significant impact on the environment.	Significant and Unavoidable	Project-related GHG emissions would exceed the City's 3,000 $MTCO_2e$ per year threshold. While the implementation of **Mitigation Measures GHG-1 through GHG-~~7~~6** would reduce GHG emissions to 44,613 ~~37,726.25~~ $MTCO_2e$/year, the majority of the GHG emissions ~~(66 percent of unmitigated emissions) are associated with non-construction mobile sources that are either~~ federally or State regulated. Neither the City of Banning nor the Development Project has control over these standards, and no additional feasible measures are available that would further reduce GHG emissions.
Noise and Vibration (4.13.6.1)	Implementation of the Development Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance.	Significant and Unavoidable (roadway/utility construction)	Although it would be temporary, noise generated from Development Project construction activities would be potentially significant at residential locations unless mitigation described under Mitigation Measure NOI-1 is incorporated. A minimum 10 ft high temporary construction barrier at the Development Project construction boundary when Development Project construction activities are within 100 ft from the nearest residential structure would reduce construction noise levels by a minimum of 6 dBA and would reduce construction noise levels to 49.7 dBA Leq (55.7 dBA – 6 dBA = 49.7 dBA), 54.4 dBA Leq (60.4 dBA – 6 dBA = 54.4 dBA), and 50.4 dBA Leq (56.4 dBA – 6 dBA = 50.4 dBA), respectively. Therefore, noise generated from Development Project construction activities from **on-site** activity would be less than significant with the implementation of Mitigation Measure NOI-1. However, because it is yet to be determined if a noise barrier can be constructed on City right-of-way, construction noise impacts for construction of the **roadway and utilities on Sunset Boulevard** would be considered significant and unavoidable.~~Existing private walls are located adjacent to residential uses along Sunset Avenue between Lincoln Street and Westward Avenue. Additional noise barriers at this location would not be feasible as walls are already in place and adding height to these walls would provide minimal~~

[19] See page 5.11-43, *Rancho San Gorgonio Final Environmental Impact Report, City of Banning*, Placeworks, October 2016.

REVISED Table 7.A: Significant Environmental Effects That Cannot Be Avoided

Topic/Section	Impact	Significance Determination	Details of Impact
			~~noise reduction and would not achieve the noise reduction needed to reduce impacts to a less than significant level. Also, obtaining consent from residential property owners would not be possible.~~ ~~A minimum 6 foot high wall adjacent to the existing MSJC buildings along Sunset Avenue would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL to 63.6 dBA CNEL; however, the off-site traffic noise impact at the MSJC campus uses remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City. Due to the uncertainty if the wall would be constructed, a significant off-site noise impact to MSJC uses would occur.~~ ~~The Development Project would result in a significant permanent increase in ambient noise levels, and traffic noise levels would exceed the City's exterior noise standard of 65 dBA CNEL. In the absence of feasible or certain new mitigation measures that would reduce long-term off-site traffic noise levels along Sunset Avenue between Lincoln Street and Westward Avenue and at MSJC uses south of Westward Avenue, off-site traffic noise impacts from operation of the Development Project would be significant and unavoidable.~~
~~**Noise and Vibration**~~ ~~**(4.13.6.1)**~~	~~Nighttime noise levels at receptors would exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq}. The Development Project would increase ambient noise levels by up to 3.8 dBA for residences at Receptors R-11 and R-12. Therefore, noise generated from operations of the Development Project would be significant.~~	~~Significant and Unavoidable~~	~~As the Development Project and residences at Receptors R-11 and R-12 have direct driveway access onto Bobcat Road, mitigation measures such as unbroken noise barriers would not be feasible. Therefore, noise impacts from operations of the Development Project would be significant and unavoidable.~~
Transportation (4.17.6.2)	Implementation of the Development Project would conflict with *CEQA Guidelines* Section 15064.3, subdivision (b).	Significant and Unavoidable	~~A significant impact to VMT would occur if the addition of the Development Project's industrial or hotel component would result in Development Project generated VMT per employee that exceeds the City's significance threshold of 25.9.~~ The Development Project's non-retail VMT per employee (30.8) would exceed~~s~~ the City's significance threshold of (25.9) by 4.9, ~~an increase in per employee VMT of 18.9 percent~~. which is an increase of 18.9 percent in VMT per employee. While the Transportation Demand Measures implemented pursuant to Mitigation Measure TRA-1 (which would incorporate project design features T-1 through T-3) would realize a maximum 8.4 45 percent reduction in commute VMT, Project generated VMT per employee still exceeds the City's adopted VMT impact threshold. Therefore, even with the implementation of MM TRA-1, Impact 4.17.2 would remain significant and unavoidable.~~implementation of the feasible TDM measures cannot be guaranteed to reduce the industrial and service component's VMT per employee or the retail component's total VMT to a level of less than significant.~~

Section 7.1, page 7-4 and 7-5, first paragraph, revise as follows:

Senate Bill (SB) 100 raised California's Renewable Portfolio Standard (RPS) requirement targets to 50 percent renewable by December 31, 2026 and 60 percent by December 31, 2030, and it requires all the State's electricity to be from carbon free resources by 2045. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible non-renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and 100 percent by 2045. Based on its mix of generation sources, BEU~~'s current portfolio is Electricity to the Development Project would be provided by Banning Electric Utility (BEU), which~~ currently has a renewable portfolio of 81.3 percent (2022)[20], far exceeding the State's target of 50% by 2030.~~ 75 percent renewable. While changes to generation sources are expected to decrease the renewable portfolio to 70 percent in 2027, which satisfies the RPS target for 2030 mandated under SB 100,~~; therefore, it is reasonable to conclude the BEU will continue this practice and that any increased energy demand from the Development Project and other uses will be adequately met with a majority of renewable energy resources.

Section 7.1, Page 7-7, is revise as follows:

As noted in **Table 4.4.D** of the Draft EIR, approximately 7.92 of the approximately 9.63 acres of riparian habitat, including the drainages and upland habitat, would be preserved as an open space resource. Riparian/riverine resources and a buffer around them (Open Space – Resource) which will be conserved to attenuate impacts are shown on Figure 2 of the MSHCP Consistency Analysis (**Appendix D-7** of this Draft EIR). Detention basins shown on Figure 2 will reduce runoff impacts to the Development Site riparian/riverine resources. Where new roads cross the riparian corridors, undercrossings suitable for safe passage of wildlife and allowing continued downstream sediment transport will be constructed to provide for long-term conservation of the riparian/riverine resources which are being avoided and their associated functions and values for the Development Site features as well as down-stream conservation areas associated with the sediment transport system. Draft EIR, Appendix D-8. Since the majority of the drainages on-site are unvegetated sandy bottom features and the crossings will be desired to allow for wildlife movement, the overall biological value of the drainage features will not be affected by the Development Project. Mitigation measures will be incorporated to ensure the long-term conservation of the riparian/riverine resources which are being avoided (**Mitigation Measures MM BIO-10 through MM BIO-15**), and their associated functions and values, including the use of a deed restriction or conservation easement (**MM BIO-10, MM BIO-13, MM-BIO 15**). As further discussed in Section 4.10.6.3, with MM BIO-16 and MM HYD-1 and MM HYD-2, construction of Lincoln Street draining crossings for the Development Project will not divert or change the overall function of the drainage and potential impacts from sediment transport on the CVMSHCP Plan Area downstream of the Development Site and impacts would be less than significant.

[20] Email confirmation from Jim Steffans, Banning Electric Utility, May 3, 2024, 12:09 PM.

Chapter 8.0 Alternatives

Section 8.0, page 8-2, add as follows:

The Project has identified additional project design features, additional and revised mitigation measures, and supplemental analyses to address public comment received during public review of the Draft EIR. The supplemental analyses include:

- *Supplemental Memorandum Regarding Operational Emissions from Transport Refrigeration Units (TRUs) and updated Health Risk Assessment for the Proposed Sunset Crossroads Specific Plan Project*, LSA Associates, Inc., May 14, 2024) (see Final EIR, Appendix C-4);

- *Sunset Crossroads Supplemental Air Quality Analysis,* Urban Crossroads, June 25, 2024, (see Final EIR, Appendix C-5);

- *Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment,* Michael Hendrix Consulting, June 28, 2024 (see Final EIR, Appendix C-6); and

- *Supplemental Noise Analysis for the Sunset Crossroads Project, Banning, California,* LSA Associates, Inc., June 4, 2024 (see Final EIR, Appendix I-2.)

Section 8.1.3, page 8-6, REVISED Table 8.A, revise as follows:

REVISED Table 8.A: Significant Environmental Effects that Cannot Be Avoided

Topic (EIR Section)	Impact	Significance Determination	Details of Impact
Greenhouse Gas Emissions (4.8.5.1)	Implementation of the Development Project would generate GHG emissions that may have a significant impact on the environment.	Significant and Unavoidable	Project-related GHG emissions would exceed the City's 3,000 MTCO2e per year threshold. While implementation of Mitigation Measures GHG-1 through GHG-7~~6~~ would reduce GHG emissions to 44,613 ~~38,726.25~~ MT CO2e/year. The majority of the mitigated GHG emissions ~~(66 percent)~~ are associated with non-construction mobile sources that are either federally or State regulated. Neither the City of Banning nor the Development Project has control over these regulations, and no additional feasible measures are available that would further reduce GHG emissions.
Noise and Vibration (4.13.6.1)	Implementation of the Development Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance.	Significant and Unavoidable (roadway/utility construction~~)~~	Although it would be temporary, noise generated from Development Project construction activities would be potentially significant at residential locations unless mitigation described under Mitigation Measure NOI-1 is incorporated. A minimum 10 ft high temporary construction barrier at the Development Project construction boundary when Development Project construction activities are within 100 ft from the nearest residential structure would reduce construction noise levels by a minimum of 6 dBA and would reduce construction noise levels to 49.7 dBA Leq (55.7 dBA – 6 dBA = 49.7 dBA), 54.4 dBA Leq (60.4 dBA – 6 dBA = 54.4 dBA), and 50.4 dBA Leq (56.4

REVISED Table 8.A: Significant Environmental Effects that Cannot Be Avoided

Topic (EIR Section)	Impact	Significance Determination	Details of Impact
			dBA – 6 dBA = 50.4 dBA), respectively. Therefore, noise generated from Development Project construction activities from **on-site** activity would be less than significant with the implementation of Mitigation Measure NOI-1. However, because it is yet to be determined if a noise barrier can be constructed on City right-of-way, construction noise impacts for construction of the **roadway and utilities on Sunset Boulevard** would be considered significant and unavoidable.~~xisting private walls are located adjacent to residential uses along Sunset Avenue between Lincoln Street and Westward Avenue. Additional noise barriers at this location would not be feasible as walls are already in place and adding height to these walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to a less than significant level. Also, obtaining consent from residential property owners would not be possible.~~ ~~A minimum 6-foot high wall adjacent to the existing MSJC buildings along Sunset Avenue would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL to 63.6 dBA CNEL; however, the off-site traffic noise impact at the MSJC campus uses remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City. Due to the uncertainty if the wall would be constructed, a significant off-site noise impact to MSJC uses would occur.~~ ~~The Development Project would result in a significant permanent increase in ambient noise levels, and traffic noise levels would exceed the City's exterior noise standard of 65 dBA CNEL. In the absence of feasible or certain new mitigation measures that would reduce long-term off-site traffic noise levels along Sunset Avenue between Lincoln Street and Westward Avenue and at MSJC uses south of Westward Avenue, off-site traffic noise impacts from operation of the Development Project would be significant and unavoidable.~~
~~Noise and Vibration (4.13.6.1)~~	~~Nighttime noise levels at receptors would exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq}. The Development Project would increase nighttime ambient noise levels by up to 4.1 dBA for residences at Receptors R-8, R-11 and R-12. Therefore, noise generated from operations of the~~	~~Significant and Unavoidable~~	~~As the Development Project and residences at Receptors R-11 and R-12 have direct driveway access onto Bobcat Road, mitigation measures such as unbroken noise barriers would not be effective and mitigation is therefore infeasible. Therefore, noise impacts from operations of the Development Project would be significant and unavoidable.~~

REVISED Table 8.A: Significant Environmental Effects that Cannot Be Avoided

Topic (EIR Section)	Impact	Significance Determination	Details of Impact
	~~Development Project would be significant.~~		
Transportation (4.17.6.2)	Implementation of the Development Project would conflict with *CEQA Guidelines* Section 15064.3, subdivision (b).	Significant and Unavoidable	~~A significant impact to VMT would occur if the addition of the Development Project's industrial or hotel component would result in Development Project-generated VMT per employee that exceeds the City's significance threshold of 25.9.~~ The Development Project's non-retail VMT per employee (30.8) would exceed the City's significance threshold of (25.9) by 4.9, an increase in per employee VMT of 18.9 percent~~. which is an increase of 18.9 percent in VMT per employee.~~ While the Transportation Demand Measures implemented pursuant to Mitigation Measure TRA-1 (which would incorporate project design features T-1 through T-3) would realize a maximum 8.4 ~~45~~ percent reduction in commute VMT, Project generated VMT per employee still exceeds the City's adopted VMT impact threshold. Therefore, even with the implementation of MM TRA-1, Impact 4.17.2 would remain significant and unavoidable.~~mplementation of the feasible TDM measures cannot be guaranteed to reduce the industrial and service component's VMT per employee or the retail component's total VMT to a level of less than significant.~~

Section 8.1.4, page 8-8, after third paragraph, add as follows:

Alternatives 3 and 4 each incorporate the project design features identified for the Development Project that eliminate the significant traffic and stationary operational noise impacts previously identified in the Draft EIR.

Section 8.4.2.3, page 8-21, second paragraph, revise as follows:

Based on the SCAQMD and CARB recommendations that truck trip lengths be increased and inclusion of TRU emissions, the emissions totals for the Project were updated based on the WAIRE Implementation Guidelines for truck trip lengths and the inclusion of calculations for TRU emissions as described in as described *in Sunset Crossroads Supplemental Air Quality Assessment* (Final EIR, Appendix C-5) *and Supplemental Memorandum Regarding Air Quality Operational Emissions Estimates and Operational Health Risk Assessment With Transport Refrigeration Unit Emissions for the Proposed Sunset Crossroads Specific Plan* (Final EIR, Appendix C-4), respectively. The volume of criteria pollutants emitted under Alternative 2 is reduced by up to 64%~~57%.~~ As detailed in **REVISED Table 8.B: Alternative 2 – Comparison of Regional Operational Emissions**, compared to the Development Project, particulate emissions ($PM_{2.5}$) drop to below SCAQMD daily thresholds under this alternative. Emissions of VOCs, NO_X, and PM_{10} are reduced (though not to below SCAQMD thresholds). This alternative results in an increase in CO emissions exceeding the daily SCAQMD

threshold. The higher CO emissions result from increases from use of landscaping equipment[21] and increases in the number of passenger vehicles. It should be noted that under the Development Project, CO emissions remained below this the daily threshold. Under AQMP Consistency Criterion No. 2, as detailed in **REVISED Table 8.B**, regional operational-source emissions under this alternative are still anticipated to exceed the regional thresholds of significance for VOCs, NO_X, ~~CO,~~ and PM_{10}.

Section 8.4.2.3, page 8-21, REVISED Table 8.B, revise as follows:

REVISED Table 8.B: Alternative 2 – Comparison of Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	62	2	134	<1	<1	<1
Energy Sources	2	15	9	<1	1	1
Light-Duty Mobile Sources	58	77	577	1	153	41
Heavy-Duty Mobile Sources	2	59	25	<1	9	3
Alternative 2 Operational Emissions – Unmitigated	**123**	**152**	**746**	2	**163**	46
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Alternative 2 Operational Emissions – Mitigated	**121**	**152**	**713**	**2**	**163**	46
Change from Development Project (Mitigated)	↓35% ~~30%~~	↓64% ~~57%~~	↑33% ~~36%~~	↓33%	↓26%	↓27% ~~22%~~
Alternative 2 Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	No
Development Project Operational Emissions – Mitigated	**186** ~~**172**~~	**418** ~~**350**~~	537 ~~524~~	3	**220** ~~**207**~~	**63** ~~**59**~~
Development Project Exceeds Threshold?	**Yes**	**Yes**	No	No	**Yes**	**Yes**

Source: 2023. *Alternatives Analysis Summary for Air Quality*, LSA Associates, Inc. October 10. (Appendix L-1, Tables: C, D-E); *Sunset Crossroads Supplemental Air Quality Analysis*, Urban Crossroads, June 2024 (Tables 6 and 8);
Note: **Bold values** indicate an exceedance of SCAQMD thresholds.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

Section 8.4.2.3, page 8-22, third paragraph, revise as follows:

Summarized, and compared to the revised emissions from the Development Project, the *operational* emissions associated with Alternative 2 include:

- **VOCs:** Emissions are reduced by 35%~~30%~~ under Alternative 2 but still exceed SCAQMD thresholds.
- **NO_X:** Emissions are reduced by 64%~~57%~~ under Alternative 2 but still exceed SCAQMD thresholds.
- **CO:** Emissions are increased by 33%~~36%~~ under Alternative 2 and exceed SCAQMD thresholds. This exceedance is a *new impact* that does not occur under the Development Project.
- **SO_X:** Emissions ~~under Alternative 2~~ are reduced by 33% under Alternative 2 and do not exceed SCAQMD thresholds.
- **PM_{10}:** Emissions are reduced by 26%~~21%~~ under Alternative 2 but still exceed SCAQMD thresholds.

[21] The California Air Resources Board has approved a measure that will require most newly manufactured small off-road engines such as those found in leaf blowers, lawn mowers and other equipment be zero emission starting in 2024. Portable generators, including those in recreational vehicles, would be required to meet more stringent standards in 2024 and meet zero-emission standards starting in 2028. Use of this equipment purchased prior to these dates will still be permitted.

- **$PM_{2.5}$:** Emissions are reduced by 27%~~22%~~ under Alternative 2 to below SCAQMD thresholds. The significant impact associated with this pollutant under the Development Project is eliminated.

Section 8.4.2.3, page 8-23, first paragraph, revise as follows:

Despite the implementation of the feasible mitigation cited in revised **Mitigation Measures AIR-1 and AIR-2**, a ***significant and unavoidable*** air quality impact (VOC, NO_X, CO, and PM_{10}) would result from operation of the uses proposed under this alternative. Compared to the Project, no change in the significance of impact would occur although some emissions would be substantially lessened while CO would substantially increase.

Section 8.4.2.3, page 8-23, third paragraph, revise as follows:

Exposure to Toxic Air Contaminants (TACs) from vehicle exhaust can result in both immediate and long-term health effects. Exposure to diesel exhaust can lead to serious health conditions such as asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. Compared to the Development Project, this alternative would reduce the amount of truck traffic accessing the Development Site by approximately 65 percent. As revised, the Development Project's health risks to nearby residents and students were still below SCAQMD's Health Risk Assessment (HRA) thresholds (**REVISED Table 4.3.Q** of the Final EIR). It is reasonable to conclude this alternative's reduction in diesel-fueled truck trips would further reduce TAC emissions and that health risks resulting from the operation of residential and commercial uses permitted under this alternative would remain ***less than significant***.

Section 8.4.2.6, page 8-26, second paragraph, revise as follows:

Residential uses on site, combined with the commercial uses, would require the use of electricity and natural gas. **REVISED Table 8.C: Alternative 2 – Estimated Annual Energy Comparison,** details the energy usage required under this alternative with the Project Design Features (PDFs) and mitigation measures[22] (those identified for the Development Project) that are applicable to the residential and commercial uses that would be implemented under this alternative. Additionally, as required under Title 24, this alternative includes the requirement for installation of rooftop photovoltaic as a PDF for residential uses[23]. The current solar requirements for non-residential development include: solar ready roofs that include roof vents and skylights spaced in a manner that allows the south facing roof areas sufficient space to install PV solar panels. Commercial buildings are required to install solar panels with the capacity to generate at least 20 percent of the buildings' expected electricity consumption. Remaining portions of the roofs are required to be solar ready. ~~Photovoltaic use is not anticipated for the commercial uses under this alternative.~~

[22] Revised Mitigation Measure AIR-2, and Mitigation Measures GHG-1 through GHG-7~~6~~, as applicable for commercial and residential uses. The stated mitigation is not mitigation for an identified significant energy impact, but address air quality and greenhouse gas impacts. Due to their nature, these measures reduce energy usage.

[23] ~~At this time, Title 24 does not require the installation of photovoltaic capacity on commercial uses.~~

Section 8.4.2.6, page 8-26, third paragraph, revise as follows:

Electricity in the City is increasingly provided by renewable sources. Compared to the Development Project, with the implementation of the previously stated measures and design features, development under this alternative decreases electrical demand by approximately 70.9 percent. Due to the use of natural gas in residential uses, this alternative would increase the demand for natural gas by 556 percent. As detailed in **Table 8.F** (provided later in this chapter), compared to the Development Project, VMT is reduced by 68.9 percent under this alternative. As expected with the development of residential uses, the amount of gasoline is increased by 50.2~~45.4~~ percent when compared to the Development Project due to a 14.9 percent increase in passenger car trips. Conversely, the reduction in truck trips occurring under this alternative reduces diesel fuel usage by approximately 74.8 ~~1.7~~ percent. Overall, compared to the Development Project, the overall amount of vehicle fuel required during operation of this alternative is reduced by approximately 52.8~~47.8~~ percent.

REVISED Table 8.C: Alternative 2 – Estimated Annual Energy Comparison

Land Use Category	Electricity (kWh/yr)	Natural Gas (kBTU/yr)	Gasoline Consumption (gal/yr)[4]	Diesel Consumption (gal/yr)[4]
Medical Office Building	54,720	24,439	22,675	17,792
Parking Lot	150,859	0	0	0
City Park	0	0	0	0
Fast Food Restaurant with Drive Thru	263,270	636,207	75,110	58,938
Health Club	843,741	0	263,708	206,929
High Turnover (Sit Down Restaurant)	1,504,400	3,635,467	145,490	114,164
Hotel	2,164,390	0	37,378	29,330
Quality Restaurant	357,295	863,423	27,026	21,207
Apartments Low Rise	286,714	11,839,600	475,643	373,231
Single Family Housing	555,363	22,364,300	841,702	660,474
Travel Center	16,311	0	179,765	141,059
Regional Shopping Center	1,231,360	0	70,667	55,452
Total Alternative 2[1]	**7,428,443[2]**	**39,363,436[2]**	**2,139,163**	**1,678,576**
Change from Development Project	↓18,141,962	↑33,363,637	↑715,367 ~~625,189~~	↓4,988,564 ~~4,261,554~~
	↓70.9%	↑556.0%	↑50.2% ~~45.4%~~	↓74.8% ~~71.7%~~
Total Development Project[1]	**25,570,405[3]**	**5,999,799[3]**	**1,423,796 ~~1,377,447~~**	**6,667,140 ~~5,940,130~~**

Compiled by LSA Associates, Inc. (November 2023, May 2024)

Sources: 1. Energy demand with implementation of applicable mitigation measures and project design features.
2. 2023, Attachment E of *Alternatives Analysis Summary of Greenhouse Gases*, Michael Hendrix Consulting, October 20.
3. 2023, Appendix F of *Revised Greenhouse Gas Analysis Sunset Crossroads Projec*t, Michael Hendrix Consulting, October 20.
4. 2023, Alternative Analysis CalEEMod modeling outputs, LSA Associates, Inc., October.

Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.

CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year

Section 8.4.2.8, page 8-29, first full paragraph, revise as follows:

The emissions identified in **REVISED Table 8.D: Alternative 2 – Long-Term Greenhouse Gas Emissions Comparison,** includes residential land uses modeled separately from the commercial land uses and

include energy efficiency elements and rooftop photovoltaic (PV) solar as PDFs that are required by law. The commercial portion of Alternative 2 was modeled identically to the Development Project. As modeled, with PDFs and implementation of the requirements outlined in revised **Mitigation Measures AIR-2 and GHG-1 through GHG-76** applicable to commercial uses, this alternative would generate approximately 26,314.85 MT CO_2e/yr. Compared to the Development Project (44,613.0 ~~38,726.25~~ MT CO2e/yr when mitigated), implementation of Alternative 2 would reduce mitigated GHG emissions by approximately 41.0 ~~32.0~~ percent. While the volume of GHG generated under this alternative represents a reduction compared to the Development Project it still exceeds established GHG emission thresholds of significance. While the volume of GHG generated is substantially lessened compared to the Development Project, the GHG impacts associated with this alternative remain ***significant and unavoidable***.

Section 8.4.2.8, page 8-29, REVISED Table 8.D, revise as follows:

REVISED Table 8.D: Alternative 2 – Long-Term Greenhouse Gas Emissions Comparison

Source	GHG Emissions (MT/yr)		
	Unmitigated 2027	**Mitigated 2027**	**Mitigated 2040[1]**
Construction Emissions Amortized over 30 Years	**487.49**	**487.49**	**487.49**
Operational Emissions			
Onsite Commercial Emissions	5,128.03	2,313.61	1,125.52
Offsite Commercial Mobile Emissions	12,303.55	6,932.26	3,674.10
Onsite Industrial Emissions	0.00	0.00	0.00
Offsite Industrial Mobile Emissions	0.00	0.00	0.00
Onsite Residential Emissions	2,501.23	2,501.23	1,325.59
Offsite Residential Emissions	14,270.37	14,270.37	7,563.30
Total Onsite Emissions	7,629.26	4,624.73	2,451.11
Total Offsite Mobile Emissions	26,573.92	21,202.63	14,495.56
Total Alternative 2: GHG Emissions[2]	**34,690.68**	**26,314.85**	**17,434.16**
Change from Development Project	-28,154.28 ~~22,212.28~~	-18,298.15 12,411.40	-945.24
	↓44.8% ~~39.0.0%~~	↓41.0% ~~32%~~	↓5.1%
Total Development Project: GHG Emissions	**62,844.96** **~~56,902.96~~**	**44,613.00** **~~38,726.25~~**	**18,379.40**

Source: Tables A-C*, Alternatives Analysis Summary of Greenhouse Gas Emissions*. Michael Hendrix Consulting, October 20, 2023 (see Appendix L-2; Tables E and F, *Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment*, Michael Hendrix Consulting, June 28, 2024 (see Final EIR, Appendix C-6)
Note 1: As Mitigated 2040 GHG Emissions were previously provided for information purposes only.
Note 2: This alternative does not include industrial/warehouse uses. The GHG emissions of under this alternative were compared against the revised GHG emissions disclosed in the supplemental GHG assessment, which accounted for Development Project GHG emissions with revised trip length and TRU data.
GHG = greenhouse gas
MT/yr = metric tons per year

Section 8.4.2.13, pages 8-33 and 8-34, revise as follows:

Operational Noise. The commercial uses envisioned under this alternative would require truck delivery and truck loading and unloading activities; heating, ventilation, and air conditioning (HVAC) equipment; drive-through speakerphones; parking lot activities; fueling activities; and eating activities. Noise associated with residential uses is generally limited to outdoor recreation, landscape

maintenance, and related low-intensity activities. The residential and school property lines are located 160 feet or more from noise sources that generate maximum instantaneous noise levels, such as truck delivery and truck loading/unloading activities, speakerphones, parking activities, and fueling activities. Under the Development Project, noise levels at the closest residential and school (Mount San Jacinto College) property lines within the City would not exceed the City's exterior daytime and nighttime noise standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively., ~~and would not exceed the City's daytime and nighttime maximum noise standards of 75 dBA and 65 dBA, respectively, for any period of time.~~ While the precise location of individual on-site residential uses that could be developed under this alternative are not known at this time, it is reasonable to conclude (due to the location and configuration of the commercial center) that no new residential use would be located closer than 160 feet from the commercial noise sources.

Generally, the residential uses envisioned under this alternative would not generate the same type or intensity of operational noise as the industrial uses planned under the Development Project (e.g., truck delivery and loading/unloading, industrial refrigeration and HVAC, parking lot activities, etc.) Noise resulting from occupation of on-site residential uses under this alternative would be limited in type and scale (e.g., outdoor recreational activities, residential HVAC, etc.); therefore, it is reasonable to conclude operational noise levels would be reduced from that resulting from the Development Project. As no off-site operational noise impact was recorded from the Development Project, no such operational off-site noise impact would result from the occupation of the residential uses envisioned under this alternative and impacts would be ***less than significant***. ~~significantly and unavoidably impact residential uses south of Bobcat Road.~~

Section 8.4.2.13, pages 8-34 and 8-35, revise as follows:

Existing (2021) Traffic Noise Levels [25]***.*** Where noise sensitive uses are present, under Alternative 2, the existing (2021) traffic noise conditions would result in a project-related traffic noise increase of up 3.0 dBA along Highland Home Road, 4.7 dBA along Sunset Avenue, and 12.8 dBA along Sun Lakes Boulevard. Under this alternative, the noise level increase resulting from traffic at these locations is equal to or reduced from that associated with the Development Project (3.0, 22.3, and 17.8 dBA, respectively). The following is a detailed discussion of the specific roadway segments noise-sensitive land uses where potential impacts may occur:

- **Highland Home Road South of Sun Lakes Boulevard.** Residences located along the west side of Highland Home Road south of Sun Lakes Boulevard are located approximately 20 feet from the Highland Home Road centerline and would be exposed to traffic noise levels of 54.0 dBA CNEL. Compared to the Development Project (54.0 dBA CNEL) at this location, traffic noise levels would be similar. Therefore, like the Development Project, traffic noise impacts at this location would have a less than significant impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between the I-10 Westbound Ramps and South of Westward Avenue.** Residences are located approximately 35 feet from the Sunset Avenue centerline and would be exposed to traffic noise levels of 63.9 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 58.9 and 55.9 dBA CNEL, respectively. Under the Development Project, traffic noise impacts at this location were attenuated to between 64.6

to 61.3 dBA CNEL. ~~exceeded the 65 dBA CNEL standard attenuated).~~ Although traffic noise would increase ambient noise levels by 4.7 dBA and would be perceptible, under this alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL; therefore, traffic noise generated under this condition at this location would not be significant for this alternative. Compared to the Development Project, traffic noise impacts at this location are ~~substantially~~ reduced and as with the Development Project, would have less than significant impact on off-site noise-sensitive land uses.

Under this alternative, Mount San Jacinto College school uses located approximately 75 feet from the Sunset Avenue centerline would be exposed to a traffic noise level of 46.2 dBA CNEL. Under the Development Project, traffic noise at this location is 63.8 ~~68.6~~dBA CNEL. Although project-related traffic could increase ambient noise levels by 3 dBA or more, the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL at this location. Compared to the Development Project, traffic noise at this location under this condition is ~~substantially~~ reduced; and as with the Development Project, noise impacts at this location would be less than significant.

Section 8.4.2.13, pages 8-35 and 8-36, revise as follows:

Opening Year (2027) Traffic Noise Levels. Where noise-sensitive uses are present, under Alternative 2, the opening year (2027) traffic noise conditions would result in a traffic noise increase 4.3 dBA along Sunset Avenue, and 5.7 dBA along Sun Lakes Boulevard. Under this alternative, the noise level increase resulting from traffic at these locations is equal to or reduced from that associated with the Development Project (3.0, 17.5, and 9.7 dBA, respectively). The following is a detailed discussion of the specific roadway segments where potential impacts may occur at noise-sensitive uses[26]:

- **Highland Home Road South of Sun Lakes Boulevard/Westward Avenue**. Residences located are located approximately 20 feet from the Highland Home Road centerline and would be exposed to traffic noise levels of 54.0 dBA CNEL. Compared to the Development Project (54.0 dBA CNEL) at this location, traffic noise levels would be similar. Although project-related traffic could increase noise levels by 3 dBA, the Opening Year (2027) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, like the Development Project, traffic noise impacts at this location would have a less than significant impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between the I-10 Westbound Ramps and Westward Avenue**. Residences are located approximately 35 feet from the Sunset Avenue centerline and would be exposed to traffic noise levels of 64.0 dBA CNEL under this alternative. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 59.0 and 56.0 dBA CNEL, respectively. Under the Development Project, the attenuated noise at this location would be 64.7 to 61.7 dBA CNEL at the residences and 63.8 at MSJC campus uses. ~~U~~~~nder the Development Project, traffic noise impacts at this location exceeded the 65 dBA CNEL standard (taking into consideration the existing private walls, 69.3 and 66.3 dBA CNEL, attenuated).~~ Although traffic noise at this location under this alternative would increase ambient noise levels by 4.3 dBA and would be perceptible, ~~under this alternative,~~ as with the Development Project, traffic noise levels would

not exceed the City's noise standard of 65 dBA CNEL. ~~Traffic noise generated under this alternative at this location would not be significant.~~ Compared to the Development Project, traffic noise impacts at this location are ~~substantially~~ reduced; and as with the Development Project, noise impacts at this location would be less than significant.

Section 8.4.2.13, page 8-36, revise as follows:

Horizon Year (2045) Traffic Noise Levels. Year 2045 conditions anticipate increases in ambient noise resulting from ambient growth in the project area. Under the Development Project, attenuated noise would be 64.9 to 61.9 dBA CNEL at residential uses along Sunset Avenue, and 64.0 dBA CNEL at MSJC campus uses. While the uses envisioned under this alternative will generate traffic noise, because the future ambient noise levels are higher, the alternative's contribution to ambient noise levels does not exceed the 3 dBA increase where it would be perceptible and therefore traffic noise associated with this alternative would, similar to the Development Project, not be significant under the 2045 condition.

With the incorporation of the project design features (PDF N-2), under the Development Project, noise generated from operation of industrial warehouse would not be significant at receptors south of Bobcat Road. As this alternative does not include industrial ~~these~~ uses, it is reasonable the significant operational noise impact associated with the use would similarly be eliminated, and impacts would be ***similarly less than significant***.

The ~~alternative-related~~ traffic noise increase under Alternative 2 would be lower than the Development Project; therefore, traffic noise impacts under this alternative would be similarly ***less than significant.*** ~~Compared to the Development Project, this alternative eliminates the significant and unavoidable traffic noise and operational (stationary source) noise impacts along Sunset Avenue and south of Bobcat Road, respectively.~~

~~The alternative-related traffic noise increase under Alternative 2 would be lower than the Development Project. Compared to the Development Project, this alternative eliminates the significant and unavoidable would have reduced traffic noise and operational (stationary source) noise impacts along Sunset Avenue and south of Bobcat Road, respectively, although as with the Development Project, operational traffic and on-site noise impacts would be less than significant.~~

Section 8.4.2.17, page 8-40, second paragraph, revise first sentence as follows:

The City's General Plan Policy 6 states, "The City shall maintain peak hour Level of Services (LOS) D~~C~~ or better on all local roadways and intersections~~, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained~~."

Section 8.4.3, pages 8-45 and 8-46, first paragraph, revise as follows:

While a slight increase in overall ADT would occur, the reduction in truck traffic under this alternative would result in lower levels of emissions of all criteria pollutants, including reducing $PM_{2.5}$ to less than significant, except for CO which is increased under this alternative. Development under this alternative, despite these reductions, would be insufficient to reduce the emission of criteria pollutants to below established thresholds of significance except for $PM_{2.5}$ emissions. Due to c~~C~~hanges

in land use and a reduction in VMT, compared to the Development Project, this this alternative would result in a 41 percent decrease in GHGs generated, though the level of GHGs emitted (26,314.85 MTCO2e/year) would still exceed established thresholds of significance (3,000 MTC)2e/year);~~decrease in GHGs generated~~, though the level of GHGs emitted would still exceed established thresholds of significance (3,000 MTC)2e/year); therefore, overall the air quality and greenhouse gas impacts would remain significant and unavoidable. While the demand for electricity under this alternative is decreased, development of the site with residential uses results in a substantial increase in the demand for natural gas. Total- ~~total~~ VMT under this alternative is reduced by 68 percent compared to the Development Project. Adding residential density and intensity as envisioned to the Project would reduce the VMT per capita; however, the retail component would increase boundary VMT to the region; therefore, the VMT impact resulting from Alternative 2 in its entirety would be considered potentially significant (similar to the Development Project.) ~~until specific tenants are identified for commercial uses, it is infeasible to impose and implement specific VMT reduction measures such as traffic demand management measures at commercial uses at this time, and the VMT impact under this alternative remains significant and unavoidable~~. Construction noise related only to off-site roadway/utility construction only would be similar to that associated with the Development and remains significant and unavoidable. Based on the supplemental noise assessment, the significant traffic and stationary noise impacts resulting from implementation of the Development Project are eliminated; therefore, the noise impact associated with this alternative is similar to the Development Project, and less than significant. ~~This alternative eliminates the significant and unavoidable traffic noise and operational (stationary source) noise impacts along Sunset Avenue and south of Bobcat Road, respectively.~~

Section 8.5.1, pages 8-46 and 8-47, revise as follows:

This alternative assumes that the annexation of the Southern Portion of the Development Site proceeds and that the Development Project proceeds with the following changes: Commercial uses are removed from the Development Project with the exception of the hotel (approximately 90,000 square feet and 125 rooms) and travel center (7,500 square feet), resulting in removal of 260,900 square feet of commercial development. The area identified currently for those commercial uses in the Northern Portion of the Development site would be replaced with 260,900 square feet of 'warehousing' uses (ITE LU 150). Other industrial uses will remain the same throughout the Development Site (same location, size, use, and ITE rates). In total, development under this alternative includes 5,805,900 square feet of industrial uses. As with the Development Project, there is the potential under this alternative to use an industrial portion of the Development Site for energy storage (such as battery storage). This alternative includes PDFs N-1 and N-2 and PDFs T-1 through T-4 identified subsequent to public review and incorporated into the Project:

Other project features, including provisions for internal bikeways from on-street bikeways to on-site bicycle amenities and solar power requirements in compliance with Title 24 equally apply to this alternative.

Because the Development Project would result in a net loss in allowable residential capacity, the MSJC Entitlements are required under this alternative.

Section 8.5.2.3, page 8-48, add to beginning of last paragraph, as follows:

Based on the CARB and SCAQMD recommendations that truck trip lengths be increased and inclusion of TRU emissions, the emissions totals for the Project were updated based on the WAIRE Implementation Guidelines for truck trip lengths and the inclusion of calculations for TRU emissions as described *in Sunset Crossroads Supplemental Air Quality Assessment* (Final EIR, Appendix C-5) *and Supplemental Memorandum Regarding Air Quality Operational Emissions Estimates and Operational Health Risk Assessment With Transport Refrigeration Unit Emissions for the Proposed Sunset Crossroads Specific Plan* (Final EIR, Appendix C-4) respectively.

Section 8.5.2.3, page 8-49, REVISED Table 8.G, revise as follows:

REVISED Table 8.G: Alternative 3 – Comparison of Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	130	<1	<1	<1	<1	<1
Energy Sources	1	10	9	<1	<1	<1
Light-Duty Mobile Sources	19	17	288	<1	119	32
Heavy-Duty Mobile Sources	18 ~~16~~	348 ~~296~~	273 ~~244~~	4 ~~2~~	147 ~~119~~	39 ~~32~~
Truck TRU Sources	13	15	2	<1	<1	<1
Warehouse Equipment	6	90	459	<1	3	3
Alternative 3 Operational Emissions – with PDFs~~Unmitigated~~	**187** **~~172~~**	**480** **~~414~~**	**1,031** **~~1,000~~**	5 ~~3~~	**269** **~~243~~**	**74** **~~68~~**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Alternative 3 Operational Emissions – with PDFs and Mitigation ~~Mitigated~~	**181** **~~165~~**	**390** **~~323~~**	**572** **~~541~~**	4 ~~2~~	**266** **~~240~~**	**71** **~~65~~**
Change from Development Project (Mitigated)	↓3% ~~4%~~	↓7% ~~8%~~	↑7% ~~3%~~	↑33% ~~=~~	↑21% ~~16%~~	↑13% ~~10%~~
Alternative 3 Exceeds Threshold?	**Yes**	**Yes**	**Yes~~No~~**	No	**Yes**	**Yes**
Completed Development Project Operational Emissions – Mitigated	**186** **~~172~~**	**418** **~~350~~**	537 ~~524~~	3	**220** **~~207~~**	**63** **~~59~~**
Completed Development Project Exceeds Threshold?	**Yes**	**Yes**	No	No	**Yes**	**Yes**

Sources: 2023. *Alternatives Analysis Summary for Air Quality*, LSA Associates, Inc. October 10. (Appendix L-1, Tables: C, F-G); Tables 5 and 6 (Completed Development Project), and 9 and 10 (Alternative 3), *Sunset Crossroads Supplemental Air Quality Assessment*, Urban Crossroads, June 2024 (Final EIR Appendix C-5)
Note: **Bold values** indicate an exceedance of SCAQMD thresholds.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

Section 8.5.2.3, page 8-49, second paragraph, last two sentences, revise as follows:

It is further reasonable to anticipate that measures similar to revised **Mitigation Measure AIR-1** would be implemented during any alternative development on site reducing daily regional construction emissions of NO_X and $PM_{2.5}$ to below established thresholds of significance. Despite this mitigation, emissions of VOCs remain significant; therefore, VOC impacts would be similar to the Development Project and remain ***significant***.

Section 8.5.2.3, page 8-50, impact summary, revise as follows:

- **VOCs:** Emissions are reduced by 3%~~4%~~ under Alternative 3 but still exceed SCAQMD thresholds.
- **NO_X:** Emissions are reduced by 7%~~8%~~ under Alternative 3 but still exceed SCAQMD thresholds.
- **CO:** Emissions are increased by 7%~~3%~~ under this Alternative and ~~but do not~~ exceed SCAQMD thresholds. This exceedance is a *new impact* that does not occur under the Development Project.
- **SO_X:** Emissions under Alternative 3 are increased by 33%, but ~~by 33% and~~, like the Development Project, do not exceed SCAQMD thresholds.
- **PM_{10}:** Emissions are increased by 21%~~16%~~ under Alternative 3 and still exceed SCAQMD thresholds.[24]
- **$PM_{2.5}$:** Emissions are increased by 13%~~10%~~ under Alternative 3 and still exceed SCAQMD thresholds.

Despite the implementation of the feasible mitigation cited in revised **Mitigation Measure AIR-2**, a ***significant and unavoidable*** air quality impact would result from operation of the uses proposed under this alternative. Compared to the Development Project, no change in the overall level of impact would occur.

Section 8.5.2.3, page 8.51, first paragraph, last three sentences, revise as follows:

The Development Project's health risks to nearby residents and students were substantially lower than SCAQMD's HRA thresholds (see **REVISED Table 4.3.Q** of this EIR[25]). As stated in Section 4.3, based on public comments received on the Draft EIR, a supplemental HRA was prepared to assess the additional potential health risks resulting from revised truck trip lengths and the operation of TRUs. As with the original HRA, the supplemental HRA determined that health risk impacts at the nearest sensitive receptor would be substantially lower than SCAQMD health risk thresholds. Similar to the Development Project, this alternative would operate in an outdoor environment; therefore, air dispersion between the emission sources and the receptor locations would substantially limit contaminant concentrations. It is reasonable to conclude the increase in truck trips, changes in trip lengths, inclusion of TRUs in the supplemental HRA, and increase in particulate matter associated with this alternative would be insufficient to significantly increase health risks; therefore, the TAC

[24] Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from humanmade and natural sources. Particulate matter is categorized in two size ranges: PM_{10} for particles less than 10 microns in diameter, and $PM_{2.5}$ for particles less than 2.5 microns in diameter. Motor vehicles are the primary generators of particulates, through tailpipe emissions as well as brake pad, tire wear, and entrained road dust. Wood burning in fireplaces and stoves, industrial facilities, and ground-disturbing activities such as construction are other sources of such fine particulates.

[25] Per Table 4.3 the maximum cancer to residents and students was 3.3 in 1 million, well below the 10 in 1 million standard. Maximum non-cancer chronic risk and non-cancer acute risk were 0.0008 and 0.0005, respectively, each substantially lower than the 1.0 standard.

emissions and the health risks resulting from the operation of uses proposed under this alternative would remain ***less than significant***.

Section 8.5.2.6, page 8-53, REVISED Table 8.H, revise as follows:

REVISED Table 8.H: Alternative 3 – Estimated Annual Energy Comparison

Land Use Category	Electricity (kWh/yr)	Natural Gas (kBTU/yr)	Gasoline Consumption (gal/yr)[4]	Diesel Consumption (gal/yr)[4]
Parking Lot	1,152,370	0	0	0
Hotel	1,110,290	0	37,378	29,330
Refrigerated Warehouse – No Rail	11,294,900	282,634	40,406 ~~38,845~~	671,042 ~~365,771~~
Unrefrigerated Warehouse – No Rail	7,289,470	0	565,470 ~~525,422~~	5,324,608 ~~4,947,504~~
General Heavy Industrial	1,438,470	0	46,004 ~~41,263~~	~~433,185~~ ~~388,542~~
Travel Center	54,488	0	179,765	141,059
Total Alternative 3[1]	**22,339,988[2]**	**282,634[2]**	**869,023** **~~822,671~~**	**6,599,224** **~~5,872,207~~**
Change from Development Project	↓3,230,417	↓5,727,265	↓554,773 ~~554,776~~	↓67,916 ~~67,923~~
	↓12.6%	↓95.3%	↓40.0% ~~40.2%~~	↓1.0% ~~1.1%~~
Total Development Project[1]	**25,570,405[3]**	**5,999,799[3]**	**1,423,796** **~~1,377,447~~**	**6,667,140** **~~5,940,130~~**

Compiled by LSA Associates, Inc. (November 2023, May 2024).
Sources: 1. Energy demand with implementation of applicable mitigation measures and project design features.
2. 2023, Attachment L of *Alternatives Analysis Summary of Greenhouse Gases*, Michael Hendrix Consulting, October 20.
3. 2023, Appendix F of *Revised Greenhouse Gas Analysis Sunset Crossroads Projec*t, Michael Hendrix Consulting, October 20.
4. 2023, Alternative Analysis CalEEMod modeling outputs, LSA Associates, Inc., October.
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year

Section 8.5.2.6, pages 8-53, last paragraph (continuing on 8-54), revise as follows:

Compared to the Development Project, development under this alternative decreases electrical demand by approximately 12.6 percent and natural gas use by approximately 95.3 percent[26]. As detailed in **Tables 8.J and 8.K** (provided later in this chapter), compared to the Development Project, daily trips and VMT are reduced by 18.2 and 13.4 percent under this alternative, respectively. The elimination of the commercial center under this alternative reduces passenger car trips by 22.5 percent and results in a 40.02 ~~percent~~ reduction in gasoline usage and diesel fuel usage by 1.01 ~~percent~~. Compared to the Development Project, this alternative results in a 7.68 ~~8.5~~ percent decrease

[26] Alternative 3 does not include the commercial and restaurant uses which creates the natural gas demand required for food preparation.

in the overall amount of vehicle fuel (gasoline and diesel fuel) used during operation of the alternative uses.

Section 8.5.2.8, page 8-55, last paragraph, revise as follows:

The emissions identified in **REVISED Table 8.I: Alternative 3 – Long-Term Greenhouse Gas Emissions** included energy efficiency elements as PDFs. As modeled, with PDFs and implementation of the requirements outlined in revised **Mitigation Measures AIR-2 and GHG-1 through GHG-67** Alternative 3 would result in GHG emissions totaling approximately 37,109.70~~32,801.19 MT~~ CO_2e/yr, a 16.8 ~~15.3~~ percent reduction compared to the Development Project. While this alternative substantially lessens the volume of GHG emitted by percent reduction compared to the Development Project, it still exceeds established GHG emission thresholds of significance, and the GHG impacts associated with this alternative remain ***significant and unavoidable***.

Section 8.5.2.8, page 8-56, REVISED Table 8.I, revise as follows:

REVISED Table 8.I Alternative 3 – Long-Term Greenhouse Gas Emissions

Source	GHG Emissions (MT/yr)		
	Unmitigated 2027	**Mitigated 2027**	**Mitigated 2040[1]**
Construction Emissions Amortized over 30 Years	**487.49**	**487.49**	**487.49**
Operational Emissions			
Onsite Commercial Emissions	2,101.34	1,197.69	634.78
Offsite Commercial Mobile Emissions	4,735.44	3,409.68	1,807.13
Onsite Industrial Emissions	18,266.68	9,131.08	4,839.47
Offsite Industrial Mobile Emissions	26,864.60	18,575.25	9,844.88
Onsite Residential Emissions	0.00	0.00	0.00
Offsite Residential Emissions	0.00	0.00	0.00
Total Onsite Emissions	20,368.02	10,328.77	5,474.25
Total Offsite Mobile Emissions	31,600.04	21,984.93	11,652.01
Total Alternative 3: GHG Emissions[2]	**59,117.41** ~~**52,455.55**~~	**37,109.70** ~~**32,801.19**~~	**17,613.75**
Change from Development Project	-3,727.19 ~~4,447.41~~	-7,503.3 ~~5,925.06~~	-765.65
	↓5.9% ~~7.8%~~	↓16.81% ~~15.3%~~	↓4.2%
Total Development Project: GHG Emissions	**62,844.96** ~~**56,902.96**~~	**44,613.00** ~~**38,726.25**~~	**18,379.40**

Sources: Tables A-B & D, *Alternatives Analysis Summary of Greenhouse Gas Emissions*. Michael Hendrix Consulting, October 20, 2023 (see Appendix L-2). Tables G and H, *Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment*, Michael Hendrix Consulting, June 28, 2024 (see Final EIR, Appendix C-6). Similar note as 4.3.N

Note 1: As Mitigated 2040 GHG Emissions were previously provided for information purposes only, they were not remodeled.

Note 2: The supplemental assessment only updated the Total Alternative 3 emissions; therefore, the composite on- and off-site mobile emissions shown are those included in the Table 8.I of the Draft EIR (and will not tally to the total supplemental emissions, which account for revised trip length and TRU data.)

GHG = greenhouse gas

MT/yr = metric tons per year

Section 8.5.2.13, page 8-59, add the following:

In response to public comment received on the Draft EIR, the Development Project PDF N-1 and PDF N-2 have been incorporated into the Development Project. Due to similar nature of on-site uses proposed under this alternative, these PDFs would apply equally to this alternative. The significant and unavoidable operational noise (traffic and stationery) previously identified in the Draft EIR has been eliminated with the incorporation of these PDFs into the Development. Due to the similar nature of this alternative, a corresponding effect on the significance of noise impacts under this alternative would occur.

Section 8.5.2.13, pages 8-59 and 8-60 (continuing), revise as follows:

Operational Noise. The commercial and industrial uses envisioned under this alternative would require truck delivery and truck loading and unloading activities, HVAC equipment, drive-through speakerphones, parking lot activities, fueling activities, and outdoor eating activities, which are generally located in the same location as those planned for the Development Project.

The residential and school property lines are located 160 feet or more from noise sources that generate maximum instantaneous noise levels, such as truck delivery and truck loading/unloading activities, speakerphones, parking activities, and fueling activities. Under the Development Project, noise levels generated from project operations would not exceed the City or the County's exterior daytime and nighttime noise standards except for Receptors R-1, R-4, and R-11 during nighttime hours. With the implementation of PDF N-2, operational noise associated with the Development Project would increase ambient noise levels at these receptors by up to 2.9 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise levels generated from project operations at these receptors would be less than significant. ~~at the closest residential and school (Mount San Jacinto College) property lines within the City would not exceed the City's exterior daytime and nighttime noise standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively, and would not exceed the City's daytime and nighttime maximum noise standards of 75 dBA and 65 dBA, respectively, for any period of time for campus uses. The Development Project would increase ambient noise levels by up to 4.1 dBA for residences represented by Receptors R-8, R-11, and R-12 south of Bobcat Road, and this operational noise impact was identified as significant. The residences at Receptors R-8, R-11, and R-12 have driveway access onto Bobcat Road; therefore, for the Development Project, mitigation measures such as noise barriers would not be feasible because they could not be built in a continuous manner that would be effective. Therefore, noise impacts from operations of the Development Project would be significant and unavoidable.~~ Under this alternative, on-site operational activities would be similar or slightly lower than the Development Project;~~intensity and location of industrial uses fronting Bobcat Road in Planning Area 4 are unchanged. A similar condition of direct residential access to Bobcat Road makes the installation of an effective noise barrier infeasible;~~ therefore, with the implementation of PDFs N-1 and N-2 and similar to the Development Project, stationary operational noise impacts ~~to the affected residences south of Bobcat Road~~ would be ***less than significant***. ~~***significant and unavoidable.***~~

Section 8.5.2.13, pages 8-59 through 8-64 (continuing), revise as follows:

Operational Noise. The commercial and industrial uses envisioned under this alternative would require truck delivery and truck loading and unloading activities, HVAC equipment, drive-through speakerphones, parking lot activities, fueling activities, and outdoor eating activities, which are generally located in the same location as those planned for the Development Project. The residential and school property lines are located 160 feet or more from noise sources that generate maximum instantaneous noise levels, such as truck delivery and truck loading/unloading activities, speakerphones, parking activities, and fueling activities. Under the Development Project, noise levels at the closest residential and school (Mount San Jacinto College) property lines within the City would not exceed the City's exterior daytime and nighttime residential noise standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively, and would not exceed the City's daytime and nighttime maximum noise standards of 75 dBA and 65 dBA, respectively, for any period of time for campus uses. ~~The Development Project would increase ambient noise levels by up to 4.1 dBA for residences represented by Receptors R-8, R-11, and R-12 south of Bobcat Road, and this operational noise impact was identified as significant. The residences at Receptors R-8, R-11, and R-12 have driveway access onto Bobcat Road; therefore, for the Development Project, mitigation measures such as noise barriers would not be feasible because they could not be built in a continuous manner that would be effective.~~ As required through the implementation of PDF N-2, automobile parking lots south of warehouse buildings 1 and 2 would be surrounded by 6-foot high walls, the southern ends of these same buildings would include 10 -foot high "wing walls", and roof-top refrigeration equipment would be shielded or relocated to ground level. With the implementation of PDF N-2, the Development Project would increase ambient noise levels by up to 0.3 dBA at Receptors R-1 and R-4. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore, noise impacts from operations of the Development Project would not be significant. ~~.~~Under this alternative, the intensity and location of industrial uses fronting Bobcat Road in Planning Area 4 are unchanged. As this alternative fully incorporates the project design features required through implementation of PDF N-2, a similar reduction in noise would occur under this alternative; therefore, the operational noise impact associated with this alternative would be similar to Development Project and ***less than significant***. ~~A similar condition of direct residential access to Bobcat Road makes the installation of an effective noise barrier infeasible; therefore, similar to the Development Project, stationary operational noise impacts to the affected residences south of Bobcat Road would be ***significant and unavoidable.***~~

Existing (2021) Traffic Noise Levels. Traffic noise conditions under Alternative 3, where noise sensitive uses are present, would result in a traffic noise increase of up 3.0 dBA along Highland Home Road, 19.6 dBA along Sunset Avenue, and 16.9 dBA along Sun Lakes Boulevard. Under this alternative, the noise level increase resulting from traffic at these locations is ~~equal~~ to or reduced from that associated with the Development Project (3.0, 22.3, and 17.8 dBA, respectively). The following is a detailed discussion of the specific roadway segments noise-sensitive land uses where potential impacts may occur:

- **Highland Home Road South of Sun Lakes Boulevard/Westward Avenue.** Residences are located approximately 20 feet from the Highland Home Road centerline and would be exposed to traffic noise levels of 54.0 dBA CNEL. Compared to the Development Project at this location, traffic noise

levels at this location under this alternative would be similar. Although project-related traffic could increase ambient noise levels by 3 dBA and would be perceptible, the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, like the Development Project, traffic noise impacts at this location would have a less than significant impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between the I-10 Westbound Ramps and Bobcat Road.** Residences would be ~~are~~ located approximately ~~35~~72 feet from the Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to traffic noise levels of ~~74.3~~ 69.6 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 64.6 ~~69.3~~ and 61.6 ~~66.3~~ dBA CNEL, respectively. This is the same level of attenuated ~~Traffic~~ traffic noise level~~s~~ occurring at this location under ~~this alternative is~~are ~~the same as~~ the Development Project. ~~(64.6 and 61.6 dBA~~ CNEL). ~~A similar traffic noise level is present under the Development Project at this location (69.3 and 66.3 dBA CNEL, attenuated~~). Like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site residential uses because the existing (2021) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more.

  For the ~~As the level of noise at this location under this alternative is equal to that resulting from the Development Project, traffic noise impacts at this location under this condition would be similarly *significant*.~~ Mount San Jacinto College ~~campus~~, with the implementation of PDF N-1, the school ~~uses~~ ~~are~~ would be located approximately ~~75~~ 115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 63.1 ~~65.9~~ dBA CNEL. Implementation of the Development Project results in a noise level of 63.8 ~~68.6~~ dBA CNEL at this location. Similar to the Development Project, traffic noise generated at this location under this condition and alternative would be ***less than significant*** because the existing (2021) with alternative traffic noise levels ~~alternative-related traffic~~ would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or ~~increase ambient noise levels by 3 dBA or more (and would be perceptible) and the existing (2021) with alternative traffic noise levels would exceed the City's noise standard of 65 dBA CNEL. Though noise levels are reduced, like the Development Project, as traffic noise still exceed the standard, impacts at this location remain ***significant.***~~

  ~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and adding additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact~~

~~remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore, noise impacts to existing residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, remain ***significant and unavoidable***.~~

- **Sun Lakes Boulevard East of Highland Springs Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to traffic noise levels of 67.2 dBA CNEL. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce traffic noise levels to 62.2 dBA CNEL. Under the Development Project, attenuated noise levels at this location were 59.6 dBA CNEL. Although alternative-related traffic could increase ambient noise levels by 3 dBA or more (which would be perceptible), the existing (2021) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, similar to the Development Project, traffic noise impacts at this location under this condition would be ***less than significant***. ~~**Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to alternative traffic noise levels of 63.9 dBA CNEL without the existing 5-foot-high private property walls. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce traffic noise levels to 58.9 dBA CNEL. Although alternative-related traffic could increase ambient noise levels by 3 dBA or more, the existing (2021) with project traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, traffic noise generated under Alternative 3 would have a less than significant impact on off-site noise-sensitive land uses.~~

Opening Year (2027) Traffic Noise Levels. The Opening Year (2027) traffic noise conditions under Alternative 3 would result in a traffic noise increase of up to 3.0 dBA along Highland Home Road, 16.9 dBA along Sunset Avenue where noise-sensitive land uses are present and 9.4 dBA along Sun Lakes Boulevard where noise-sensitive land uses are present. Under this alternative, the noise level increase resulting from traffic at these locations is equal to or reduced from that associated with the Development Project (3.0, 17.5, and 9.7 dBA, respectively). The following is a detailed discussion of the specific roadway segments noise-sensitive land uses where potential impacts may occur:

- **Highland Home Road South of Sun Lakes Boulevard/Westward Avenue.** Residences are located approximately 20 feet from the Highland Home Road centerline and would be exposed to alternative traffic noise levels of 54.0 dBA CNEL, a noise level equal to that occurring under the Development Project. Although alternative-related traffic could increase ambient noise levels by 3 dBA, the opening year (2027) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, like the Development Project, traffic noise impacts at this location under this alternative would have a ***less than significant*** impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between the I-10 Westbound Ramps and Bobcat Road:** Residences <u>would be</u>~~are~~ located approximately ~~35~~<u>72</u> feet from the Sunset Avenue centerline <u>with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west,</u> and would be

exposed to alternative traffic noise levels of ~~74.3~~ 69.6 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce ~~alternative~~ traffic noise levels to ~~69.3~~ 64.6 and ~~66.3~~61.6 dBA CNEL, respectively. Traffic noise levels at this location under this alternative is slightly lower than the Development Project (64.7 and 61.7 dBA CNEL). Like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site residential uses because the Open Year (2027) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more. ~~This condition is similar to what occurs at this location under the Development Project. As the level of noise at this location under this alternative is equal to that resulting from the Development Project, traffic noise impacts at this location under this condition would be similarly ***significant and unavoidable***.~~

For Mount San Jacinto College, with implementation of PDF N-1, the school would be ~~uses are~~ located approximately ~~75~~ 115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 63.1 ~~5.9~~ dBA CNEL. Implementation of the Development Project results in a noise level of 63.8 dBA CNEL at this location. Similar to the Development Project, traffic noise generated at this location under this condition and alternative would be ***less than significant*** because the Opening Year (2027) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more. ~~a noise level equal to that occurring at this location under the Development Project. Therefore, alternative traffic noise generated at this location and under this condition would result in a significant impact on off-site noise-sensitive land uses because alternative-related traffic would increase ambient noise levels by 3 dBA at this location and under this condition or more and the Opening Year (2027) with project traffic noise levels would exceed the City's noise standard of 65 dBA CNEL and impacts would, similar to the Development Project, be ***significant***.~~

~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage (see **Mitigation Measure NOI-2**) would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore, noise impacts to existing residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, ***remain significant and unavoidable.***~~

- **Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to alternative traffic noise

levels of 64.2 dBA CNEL. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce these traffic noise levels to 59.2 dBA CNEL. This is a similar noise level condition at this location that would occur under the Development Project. While the increase in ambient noise at this location under this alternative is 3 dBA (which is perceptible), noise levels do not exceed the City's noise standard of 65 dBA CNEL. Similar to the Development Project, therefore, a traffic noise at this location under this alternative would be ***less than significant***.

Horizon Year (2045) Traffic Noise Levels. The horizon year (2045) traffic noise conditions under Alternative 3 would result in a project-related traffic noise increase of up to 16.9 dBA along Sunset Avenue where noise-sensitive land uses are present and 5.2 dBA along Sun Lakes Boulevard where noise-sensitive land uses are present. At these locations and under this condition, traffic increases are reduced from that associated with the Development Project [(11.8 and 5.3 dBA, respectively). The following is a detailed discussion of the specific roadway segments noise-sensitive land uses where potential impacts may occur:

- **Sunset Avenue Between the I-10 Westbound Ramps and Bobcat Road.** Residences would be~~are~~ located approximately ~~35~~72 feet from the Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1 (which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west) and would be exposed to traffic noise levels of ~~74.5~~ 69.8 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to ~~69.6~~ 64.8 and ~~66.6~~61.8 dBA CNEL, respectively. Traffic noise levels at this location under this alternative are slightly lower than the Development Project~~. This attenuated noise level is equal to that occurring at this location with implementation of the Development Project. Like the Development Project, alternative traffic noise impacts at this location under this condition would be a ***significant impact*** since traffic would increase ambient noise levels by 3 dBA or more over 2045 conditions and would exceed the City's noise standard of 65 dBA CNEL.~~(64.9 and 61.9 dBA CNEL). Like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site residential uses because the Horizon Year (2045) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more.

  For Mount San Jacinto College, with the implementation of PDF N-1, the school would be ~~is~~ located approximately ~~75~~115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 63.3 dBA CNEL, which is ~~a~~ slightly lower than reduction from that occurring under the Development Project (64.0~~6.7~~ dBA CNEL). ~~Though noise levels are slightly reduced, similar to the Development Project, a ***significant impact*** would result from this alternative as the ambient noise levels is increased by more than 3 dBA (which is perceptible) and because the noise level would exceed the City's noise standard of 65 dBA CNEL.~~ Similar to the Development Project, traffic noise generated at this location under this condition and alternative would be ***less than significant*** because the Horizon Year (2045) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more.

~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage (see **Mitigation Measure NOI-2**) would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore, noise impacts to existing residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, remain ***significant and unavoidable.***~~

- **Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to traffic noise levels of 65.9 dBA CNEL without the existing 5-foot-high private property walls. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce traffic noise levels to 60.9 dBA CNEL, which represents a slight reduction from the noise level occurring at this location with implementation of the Development Project (61.0 dBA CNEL). Although project-related traffic could increase ambient noise levels by 3 dBA or more (which is perceptible), the increase is slightly reduced and project traffic at this location under this alternative would not exceed the City's standard of 65 dBA CNEL. Therefore, traffic noise at this location generated under Alternative 3 would have a ***less than significant*** impact on off-site noise-sensitive land uses.

Overall, t~~T~~he traffic noise increase generated by Alternative 3 would be similar to but slightly lower than the Development Project. ~~Also, traffic noise impacts on Sunset Avenue between Lincoln Avenue and south of Westward Avenue under Alternative 3 are similar to the Development project.~~

~~Similar to the Development Project, there are no feasible mitigation measures that would reduce off-site traffic noise levels along Sunset Avenue between Lincoln Street and south of Westward Avenue under Alternative 3. Construction of off-site noise barriers could reduce impacts to less than significant but obtaining consent from property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Use of rubberized asphalt could also reduce impacts to less than significant but this could not be sustained as the asphalt improvements are not permanent, i.e., they degrade over time. Therefore, similar to the Development Project~~With the implementation of PDF N-1, off-site traffic noise impacts under Alternative 3 would be ***less than significant ~~and unavoidable~~*** because traffic noise levels would not exceed the City's exterior noise standard of 65 dBA CNEL even though this alternative ~~the noise increase~~ would result in a substantial (3 dBA or more) permanent increase in ambient noise ~~levels and traffic noise levels would exceed the City's exterior noise standard of 65 dBA CNEL~~.

Section 8.5.2.17, page 8-66, footnote 56, revise as follows:

The City's General Plan Policy 6 states, "The City shall maintain peak hour Level of Service~~s~~ (LOS) ~~C or~~ better on all local roadways and intersections~~, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained~~." The traffic analysis prepared for the Development Project recommended improvements the City can adopt as conditions to ensure it would be consistent with the City's LOS standard. It is reasonable that development under this alternative would similarly be conditioned to satisfy this City standard.

Section 8.5.2.17, page 8-67, first paragraph, revise as follows: As mitigation, the Development Project would prepare a TDM strategy report to reduce employee VMT. The TDM will incorporate the project design features PDF T-1 (Commuter Trip Reduction Marketing), PDF T-2 (Rideshare Program), and PDF T-3 (End of Trip Bicycle Facilities). ~~These TDM measures were derived from the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equality~~. Due to the similarity in impact, it is reasonable that a similar measure would be required to address the VMT associated with this alternative. ~~As with the Development Project, since future industrial tenants are unknown at this time, implementation of the feasible TDM measures are unknown and cannot be guaranteed to reduce this alternative's VMT impact to a level of less than significant.~~ While the VMT associated with this alternative is reduced from that associated with the Development Project, ~~because of the uncertainty related to the implementation of feasible VMT reduction measures,~~ similar to the Development Project, the VMT impact associated with this alternative remains ***significant and unavoidable***.

Section 8.5.3, page 8-71, third paragraph (continuing to page 8-72), revise as follows:

This alternative would reduce to some degree overall ADTs and VMT and the volume of greenhouse gases emitted; the reduction of greenhouse gas emissions would be insufficient to reduce the emissions to below established thresholds of significance. ~~As such, greenhouse gas impacts would remain significant and unavoidable. While SO_x is reduced by a greater percentage, impacts are less than significant under both the Development Project and this~~ Changes in composition of the traffic associated with this alternative would slightly reduce emissions of some pollutants (e.g., VOCs by 3% and NO_X by 7%) while increasing emissions of others (e.g., CO by 7%, SO by 33%, PM_{10} by 21% and $PM_{2.5}$ by 13%) (see Final EIR, Revised Tabe 8.G). This alternative increases CO emissions to above the SCAQMD threshold of 550 lbs/day. Compared to the Development Project, this is a new impact; however, because emissions from other pollutants still exceed their respective thresholds, the new exceedance of CO is not a new impact, rather it further contributes to the significance determination. ~~alternative~~ Mitigation Measures AIR-1 and AIR-2, revised to address comments received during public review of the Draft EIR, still do not provide reductions to bring emission levels to below established SCAQMD significance thresholds, therefore, ~~Despite these changes,~~ mitigated emissions of VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ ~~remain above SCAQMD thresholds~~ and impacts would remain significant and unavoidable. Compared to the Development Project, the significance of air quality impacts are similar. ~~While CO emissions are increased under this Alternative as compared to the Development Project, but as with the Development project, do not exceed SCAQMD thresholds.~~ The mitigated greenhouse gas emissions resulting from this alternative total 37,109.7 MTCO2e/year or 16.8 percent (see Final EIR, **REVISED Table 8.I**); though the reduction of greenhouse gas emissions would be insufficient to reduce the emissions to below established thresholds of significance of 3,000 MTCO2e/year, and the impact

would be similar to the Development Project and significant and unavoidable. This alternative reduces overall demand for electricity, natural gas, and vehicle fuels. Furthermore, the reduced retail component and increase in industrial uses results in a VMT per employee to be nominally reduced, although still above the City's VMT impact threshold. The reduction of locally-serving retail in Alternative 3 results in an increased trip length for the service population (i.e., population and employees) in the nearby area seeking retail services that may now be further away. As with the Development Project, VMT impacts of Alternative 3 in its entirety would be considered ~~potentially~~ significant and unavoidable. ~~Under this alternative, like the Development Project, TDM measures would be imposed. As future tenants are unknown at this time, implementation of specific, feasible TDM measures[27] and the extent of VMT reductions are uncertain, and CEQA requires that the VMT impact under this alternative be treated as significant and unavoidable~~. Due to the similarity of uses, this alternative would also implement the project design features identified subsequent to public review (PDFs N-1 and N-2) which eliminate the traffic noise impacts along Sunset Avenue, and the nighttime operation noise impacts to sensitive receptors south of Bobcat Road identified in the Draft EIR. As such, noise impacts under this alternative would be similarly to those associated with the Development Project and less than significant. ~~Though the amount of traffic is reduced, due to the location of adjacent sensitive receptors to the site and the lack of feasible mitigation, the significant and unavoidable traffic noise (east of Sunset Avenue) and stationary noise impact (south of Bobcat Road) impacts occurring under the Development Project would remain under this alternative.~~

Section 8.6.1, page 8-75, first paragraph, add before last sentence:

This alternative includes the project design features (PDFs) PDF N-1, PDF N-2 and PDFs T-1 through 4 identified subsequent to public review and incorporated into the Project. Other project features, including provisions for internal bikeways from on-street bikeways to on-site bicycle amenities, and solar power requirements in compliance with Title 24 requirements equally apply to this alternative.

Section 8.6.2.3, pages 8-76 and 8-77, revised as follows:

Based on the SCAQMD and CARB recommendations that truck trip lengths be increased and inclusion of TRU emissions, the emissions totals for the Project were updated based on the WAIRE Implementation Guidelines for truck trip lengths and the inclusions of calculations for TRU emissions as described in *Sunset Crossroads Supplemental Air Quality Assessment* (Final EIR, Appendix C-5) *and Supplemental Memorandum Regarding Air Quality Operational Emissions Estimates and Operational Health Risk Assessment With Transport Refrigeration Unit Emissions for the Proposed Sunset Crossroads Specific Plan* (Final EIR, Appendix C-4), respectively. Because development under this alternative would require a general plan land use change, similar to the Development Project, it would not be consistent with AQMP Consistency Criterion No. 1. Compared to the Development Project, emissions are equal to (SOx) or slightly reduced. Despite this reduction, emissions of VOCs, NO_X and particulate emissions (PM_{10} and $PM_{2.5}$) continue to exceed SCAQMD daily thresholds. As established in **REVISED Table 8.L: Alternative 4 – Comparison of Regional Operational Emissions,** even with mitigation, emissions of VOCs, NO_X, and PM_{10} and $PM_{2.5}$ would exceed SCAQMD thresholds; therefore, like the Development Project, this alternative would not be consistent with AQMP Consistency

[27] Transportation Demand Management (TDM) strategies may include commute trip reduction marketing, rideshare programs, end-of-trip bicycle facilities, and/or other programs/features to reduce vehicle trips.

Criterion No. 2. Based on the requirements for consistency with emission control strategies in the AQMP, this alternative would conflict with or obstruct the implementation of the AQMP; therefore, similar to the Development Project, impacts would be ***significant and unavoidable***.

REVISED Table 8.L: Alternative 4 – Comparison of Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	121	<1	<1	<1	<1	<1
Energy Sources	2	15	12	<1	1	1
Light-Duty Mobile Sources	33	37	405	1	141	38
Heavy-Duty Mobile Sources	8 ~~7~~	328 ~~279~~	106 ~~95~~	2 ~~1~~	69 ~~56~~	21 ~~17~~
Truck TRU Sources	13	15	2	<1	<1	<1
Warehouse Equipment	4	63	321	<1	2	3
Alternative 4 Operational Emissions -With PDFs~~Unmitigated~~	**181** **~~167~~**	**458** **~~394~~**	**846** **~~834~~**	4 ~~3~~	**213** **~~201~~**	**62** **~~59~~**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Alternative 4 Operational Emissions with PDFs and Mitigation~~– Mitigated~~	**177** **~~163~~**	**395** **~~330~~**	**525** **~~513~~**	3	**211** **~~198~~**	**60** **~~56~~**
Change from Development Project (Mitigated)	↓5%	↓6%	↓2%	=	↓4%	↓5%
Alternative 4 Exceeds Threshold?	**Yes**	**Yes**	No	No	**Yes**	**Yes**
Completed Development Project Operational Emissions – Mitigated	**186** **~~172~~**	**418** **~~350~~**	537 ~~524~~	3	**220** **~~207~~**	**63** **~~59~~**
Completed Development Project Exceeds Threshold?	**Yes**	**Yes**	No	No	**Yes**	**Yes**

Source: 2023. *Alternatives Analysis Summary for Air Quality*, LSA Associates, Inc. October 10. (Appendix L-1, Tables: C, H-I); Tables 5 and 6 (Development Project) and Tables 11 and 12 (Alternative 4), Sunset Crossroads Supplemental Air Quality Assessment, Urban Crossroads, June 2024 (Final EIR Appendix C-5)

Note: **Bold values** indicate an exceedance of SCAQMD thresholds.

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

4.6.2.6, page 8-81, REVISED Table 8.M, revise as follows:

REVISED Table 8.M: Alternative 4 – Estimated Annual Energy Comparison

Land Use Category	Electricity (kWh/yr)	Natural Gas (kBTU/yr)	Gasoline Consumption (gal/yr)[4]	Diesel Consumption (gal/yr)[4]
Medical Office Building	56,568	24,439	23,106	18,131
Parking Lot	1,176,310	0	0	0
City Park	0	0	0	0
Fast Food Restaurant with Drive Thru	263,270	636,207	105,014	82,403
Health Club	847,826	0	274,019	215,020
High Turnover (Sit Down Restaurant)	1,504,400	3,635,467	107,944	84,702
Hotel	1,176,310	0	37,378	29,320
Quality Restaurant	357,295	863,423	16,589	13,017
General Industrial – Heavy	1,438,470		37,140 ~~32,399~~	349,719 ~~305,076~~
Refrigerated Warehouse – No Rail	11,294,900	282,634	33,059 ~~31,498~~	601,861 ~~296,596~~
Regional Shopping Center	565,073	0	70,667	55,452

REVISED Table 8.M: Alternative 4 – Estimated Annual Energy Comparison

Land Use Category	Electricity (kWh/yr)	Natural Gas (kBTU/yr)	Gasoline Consumption (gal/yr)[4]	Diesel Consumption (gal/yr)[4]
Travel Center	54,488	0	179,765	141,059
Unrefrigerated Warehouse – No Rail	6,550,770		495,276 ~~455,228~~	4,663,644 ~~4,286,542~~
Total Alternative 4[1]	**25,285,680[2]**	**5,442,170[2]**	**1,379,957** **~~1,333,607~~**	**6,254,328** **~~5,527,329~~**
Change from Development Project	↓15,275	↓557,629	↓43,839 ~~43,840~~	↓412,812 ~~412,801~~
	↓0.6 %	↓9.3%	↓3.1% ~~3.2%~~	↓6.1% ~~6.9%~~
Total Development Project[1]	**25,570,405[3]**	**5,999,799[3]**	**1,423,796** **~~1,377,447~~**	**6,667,140** **~~5,940,130~~**

Compiled by LSA Associates, Inc. (November 2023).
Sources: 1. Energy demand with implementation of applicable mitigation measures and project design features.
2. 2023, Attachment R of *Alternatives Analysis Summary of Greenhouse Gases*, Michael Hendrix Consulting, October 20.
3. 2023, Appendix F of *Revised Greenhouse Gas Analysis Sunset Crossroads Projec*t, Michael Hendrix Consulting, October 20.
4. 2023, Alternative Analysis CalEEMod modeling outputs, LSA Associates, Inc., October.
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year

Section 8.6.6, page 8-81, first paragraph, revise as follows:

As detailed in **Tables 8.O and 8.P** (both provided later in this chapter)**,** compared to the Development Project, daily trips and VMT are reduced by 2.4 and 6.8 percent under this alternative, respectively. Compared to the Development Project, overall fuel usage under this alternative is reduced by approximately 5.6 ~~6.2~~ percent, which includes ~~3.2~~ 3.1 and ~~6.9~~ 6.1 percent reductions in gasoline and diesel fuel usage, respectively.

Section 8.6.2.8, pages 8-81 and 8-82, last paragraph and REVISED Table 8.N, revise as follows:

This alternative includes the same energy efficiency project design features (PDFs) as the **REVISED Table 8.N: Alternative 4 – Long-Term Greenhouse Gas Emissions** assume implementation of the PDFs, revised **Mitigation Measures AIR-2 and GHG-1 through GHG-7~~6~~** applicable to commercial and industrial uses. As such, this alternative would generate approximately 37,245.79 ~~33,829.54~~ MT CO2e/yr. Compared to the Development Project, this mitigated alternative reduces the volume of GHG emitted by approximately 16.1 ~~12.6~~ percent; however, it still exceeds established GHG emission thresholds of significance. While the volume of GHG generated is reduced to some degree, the GHG impacts associated with this alternative remain ***significant and unavoidable***.

REVISED Table 8.N: Alternative 4 - Long-Term Greenhouse Gas Emissions

Source	GHG Emissions (MT/yr)		
	Unmitigated 2027	Mitigated 2027	Mitigated 2040[1]
Construction Emissions Amortized over 30 Years	487.49	487.49	487.49
Operational Emissions			
Onsite Commercial Emissions	4966.45	3,213.01	1,702.89
Offsite Commercial Mobile Emissions	8,272.18	7,108.61	3,767.56
Onsite Industrial Emissions	15,204.24	5,553.33	2,943.56
Offsite Industrial Mobile Emissions	23,435.35	17,467.10	9,257.56
Onsite Residential Emissions	0.00	0.00	0.00
Offsite Residential Emissions	0.00	0.00	0.00
Total Onsite Emissions	20,170.69	8,766.33	4,646.16
Total Offsite Mobile Emissions	31,707.52	24,575.71	13,025.13
Total Alternative 4: GHG Emissions[2]	**57,415.36** ~~**52,365.70**~~	**37,425.79** ~~**33,829.54**~~	**18,158.77**
Change from Development Project	-5,429.60 ~~4,537.26~~	-7,187.21 ~~4,896.71~~	-220.63
	↓8.6% ~~8.0%~~	↓16.1% ~~12.6%~~	↓1.2%
Total Development Project: GHG Emissions	**62,844.96** ~~**56,902.96**~~	**44,613.00** ~~**38,726.25**~~	**18,379.40**

Source: Tables A-B &ED, *Alternatives Analysis Summary of Greenhouse Gas Emissions*. Michael Hendrix Consulting, October 20, 2023 (see Appendix L-2); Tables I and J, *Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment*, Michael Hendrix Consulting, June 28,, 2024 (see Final EIR, Appendix C-6).
Note 1: As Mitigated 2040 GHG Emissions were previously provided for information purposes only, they were not remodeled.
Note 2: The supplemental assessment only updated the Total Alternative 4 emissions; therefore, the composite on- and off-site emissions shown are those included in the Table 8.N of the Draft EIR (and will not tally to the total supplemental emissions, which account for revised trip length and TRU data.)
GHG = greenhouse gas
MT/yr = metric tons per year

Section 8.6.2.13, page 8-86, add as follows:

Project design features (PDFs) PDF N-1 and PDF N-2 have been incorporated into the Development Project. Due to the similar nature of on-site uses proposed under this alternative, these PDFs would apply equally to this alternative. The significant and unavoidable operational noise (traffic and stationery) previously identified in the Draft EIR has been eliminated with the incorporation of these PDFs into the Development. Due to the similar nature of this alternative, a corresponding effect on the significance of noise impacts under this alternative would occur.

Section 8.6.2.13, pages 8-86 and 8-87 (continuing), revise as follows:

Operational Noise. The commercial and industrial uses envisioned under this alternative would require truck delivery and truck loading and unloading activities, HVAC equipment, drive-through speakerphones, parking lot activities, fueling activities, and outdoor eating activities, which are generally located in the same location as those planned for the Development Project.

The residential and school property lines to the east are located 160 feet or more from noise sources that generate maximum instantaneous noise levels, such as truck delivery and truck loading/unloading activities, speakerphones, parking activities, and fueling activities. Under the Development Project, noise levels generated from project operations would not exceed the City or

the County's exterior daytime and nighttime noise standards except for Receptors R-1, R-4, and R-11 during nighttime hours. With the implementation of PDF N-2, operational noise associated with the Development Project would increase ambient noise levels at these receptors by up to 2.9 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise levels generated from project operations at these receptors would be less than significant. ~~and would not exceed the City's daytime and nighttime maximum noise standards of 75 dBA and 65 dBA, respectively, for any period of time at campus uses.~~

~~The Development Project would increase ambient noise levels by up to 4.1 dBA for residences represented by Receptors R-8, R-11, and R-12 south of Bobcat Road, and this operational noise impact was identified as significant. The residences at Receptors R-8, R-11, and R-12 have driveway access onto Bobcat Road; therefore, for the Development Project, mitigation measures such as noise barriers would not be feasible because they could not be built in a continuous manner that would be effective. Therefore, noise impacts from operations of the Development Project would be significant and unavoidable.~~ Under this alternative, on-site operational activities would be slightly lower than the Development Project; therefore, similar to the Development Project, stationary operational noise impacts ~~to the affected residences south of Bobcat Road~~ would be ***less than*** ~~***significant and unavoidable.***~~

Section 8.6.2.13, pages 8-60 through 8-64 (continuing), revise as follows:

Existing (2021) Traffic Noise Levels. The existing (2021) traffic noise conditions under Alternative 4 where noise sensitive uses present, would result in a traffic noise increase of up 3.0 dBA along Highland Home Road, 19.0 dBA along Sunset Avenue, and 16.2 dBA along Sun Lakes Boulevard where noise-sensitive land uses are present. These noise level increases are equal to or reduced from that associated with the Development Project [(3.0, 22.3, and 17.8 dBA, respectively). The following is a detailed discussion of the specific roadway segments where potential impacts may occur at noise-sensitive land uses.

- **Highland Home Road South of Sun Lakes Boulevard/Westward Avenue**. Residences are located approximately 20 feet from the Highland Home Road centerline and would be exposed to traffic noise levels of 54.0 dBA CNEL. Compared to the Development Project (54.0 dBA CNEL) at this location, traffic noise levels would be similar. Although project-related traffic could increase ambient noise levels by 3 dBA (which is perceptible), these traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, like the Development Project, traffic noise impacts at this location have a ***less than significant*** impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between I-10 Westbound Ramps and Bobcat Road.** Residences would be located ~~east of Sunset Avenue between Lincoln Street and Westward Avenue are~~ approximately ~~35~~ 72 feet from the Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to ~~alternative t~~traffic noise levels of ~~73.7~~69.0 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to ~~68.7~~ 64.0 and 61.0~~5.7~~ dBA CNEL, respectively. Traffic noise levels at this location under t~~T~~his alternative are ~~very~~ slightly lower than ~~reduces noise levels at this location compared to~~ the

Development Project (64.6 ~~9.3~~ and 61.6 ~~6.3~~ dBA CNEL~~, attenuated~~). Like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site residential uses because the existing (2021) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more. ~~While a slight reduction in attenuated noise levels occur at this location under this alternative, like the Development Project, traffic noise generated at this location would have a significant impact on off-site residential uses because alternative-related traffic would have a perceptible ambient noise level increase of more than 3 dBA or more and would exceed the City's noise standard of 65 dBA CNEL. Similar to the Development Project, impacts at this location under this alternative remain ***significant***.~~

For Mount San Jacinto College~~campus~~ with the implementation of PDF N-1, the school would be~~uses are~~ located approximately ~~75~~ 115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 62.6~~5.3~~ dBA CNEL. Implementation of the Development Project results in a noise level of 63.8 dBA CNEL at this location~~which is a slight but perceptible reduction compared to the 68.6 dBA CNEL associated with the Development Project~~. Similar to the Development Project, traffic noise at this location under this condition and alternative ~~Alternative 4~~ would be~~have~~ ***less than significant impact*** ~~on off-site noise-sensitive land uses~~ because the existing (2021) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more.~~traffic would increase ambient noise levels by 3 dBA or more and the noise levels at this location under this condition would exceed the City's noise standard of 65 dBA CNEL.~~

~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore, noise impacts to residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, remain ***significant and unavoidable.***~~

- **Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to traffic noise levels of 63.7 dBA CNEL. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce traffic noise levels to 58.7 dBA CNEL. This is slight reduction in noise at this location when compared to the Development Project (59.6 dBA CNEL, attenuated). Although traffic could increase ambient noise levels by 3 dBA or more, as the traffic noise levels at this location under this condition would not exceed the City's noise standard of 65

dBA CNEL, similar to the Development Project, traffic noise impacts generated under Alternative 4 at this location be ***less than significant***.

Opening Year (2027) Traffic Noise Levels. Where noise-sensitive land uses are present, alternative-related noise increases of up to 3.0 dBA on Highland Home Road, 16.2 dBA along Sunset Avenue, and 8.8 dBA along Sun Lakes Boulevard would occur under this alternative in the 2027 condition. The following is a detailed discussion of the specific roadway segments where potential impacts may occur at noise-sensitive land uses. Compared to the conditions at these locations under the Development Project (3.0, 17.5, and 9.7 dBA, respectively), the noise levels under this alternative are equal to or slightly reduced.

- **Highland Home Road South of Sun Lakes Boulevard/Westward Avenue.** Noise-sensitive land uses in this area include residences located along the west side of Highland Home Road south of Sun Lakes Boulevard/Westward Avenue. Residences are located approximately 20 feet from the Highland Home Road centerline and would be exposed to alternative traffic noise levels of 54.0 dBA CNEL. Compared to the Development Project (54.0 dBA CNEL) at this location, traffic noise levels would be similar. Although alternative-related traffic could increase ambient noise levels by 3 dBA (which is perceptible), these traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site noise-sensitive land uses.

- **Sunset Avenue Between I-10 Westbound Ramps and Bobcat Road.** Residences would be located ~~east of Sunset Avenue between Lincoln Street and Westward Avenue are~~ approximately ~~35~~72 feet from the Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to traffic noise levels of ~~73.7~~69.0 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to ~~68.7~~ 64.0 and ~~65.7~~ 61.1 dBA CNEL, respectively. Traffic noise levels at this location under this alternative are slightly lower than ~~This alternative slightly reduces noise levels at this location compared to~~ the Development Project (64.7~~9.3~~ and 61.7~~6.3~~ dBA CNEL~~attenuated). While a slight reduction in attenuated noise levels occur at this location under this alternative,~~ lLike the Development Project, traffic noise generated at this location ~~under Alternative 4~~ would have a ***less than significant*** impact on off-site residential uses because the Opening Year (2027) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more.~~alternative-related traffic would have a perceptible ambient noise level increase of more than 3 dBA or more and would exceed the City's noise standard of 65 dBA CNEL. Similar to the Development Project, impacts at this location under this scenario remain ***significant***.~~

  For Mount San Jacinto College, with implementation of PDF N-1, the school would be ~~MSJC campus uses are~~ located approximately ~~75~~115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 62.5 ~~65.3~~ dBA CNEL. Implementation of the Development Project results in a noise level of 63.8 dBA CNEL at this location. Similar to the Development Project, traffic noise generated at this location under this condition and alternative would be ***less***

than significant because the Opening Year (2027) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more.~~, which is a slight reduction compared to the 65.9 dBA CNEL associated with the Development Project. Similar to the Development Project, traffic noise at this location under Alternative 4 would have a ***significant impact*** on off-site noise-sensitive land uses because traffic would increase ambient noise levels by 3 dBA or more and the noise levels at this location under this condition would exceed the City's noise standard of 65 dBA CNEL.~~

~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage (see **Mitigation Measure NOI-2**) would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore, noise impacts to residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, remain ***significant and unavoidable.***~~

- **Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to alternative traffic noise levels of 63.7 dBA CNEL. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce these traffic noise levels to 58.7 dBA CNEL. This noise level is slightly less than the noise level at this location upon implementation of the Development Project (59.2 dBA CNEL, attenuated). Although alternative-related traffic could increase ambient noise by more than 3 dBA (which is perceptible), the slightly reduced traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL. Therefore, similar to the Development Project, off-site traffic noise impacts would be ***less than significant***.

Horizon Year (2045) Traffic Noise Levels. The horizon year (2045) traffic noise conditions under Alternative 4 would result in an alternative-related increase of up to 10.5 dBA along Sunset Avenue noise-sensitive land uses where potential impacts may occur and 4.6 dBA along Sun Lakes Boulevard noise-sensitive land uses are present. Compared the noise levels associated with the Development project at these locations [(11.8 and 5.3 dBA, respectively), these noise levels are reduced. The following is a detailed discussion of the specific roadway segments where potential impacts may occur at noise-sensitive land uses.

- **Sunset Avenue Between I-10 Westbound Ramps and Bobcat Road.** Residences would be located ~~east of Sunset Avenue between Lincoln Street and Westward Avenue are~~ approximately ~~35~~ 72

feet from the Sunset Avenue centerline with the implementation of Project Design Feature (PDF) N-1, which would shift the Sunset Avenue centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue by 42 feet to the west, and would be exposed to ~~alternative~~ traffic noise levels of ~~74.0~~ 69.3 dBA CNEL. The existing 5- to 7.5-foot-high private property wall along Sunset Avenue would provide a noise reduction of 5 to 8 dBA, which would reduce traffic noise levels to 64.3~~9.0~~ and 61.3 ~~6.0~~ dBA CNEL, respectively. Traffic noise levels at this location under this alternative is slightly lower than ~~Compared to~~ the Development Project (64.9~~9.6~~ and 61.9~~6.6~~ dBA CNEL~~, attenuated~~). Like the Development Project, traffic noise impacts at this location would have a ***less than significant*** impact on off-site residential uses because the Horizon Year (2045) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though the project-related traffic would increase ambient noise levels by 3 dBA or more.~~Alternative 4 slightly reduces noise levels at these locations. Despite this slight reduction in noise levels, Alternative 4 at this location and under this condition would still result in a perceptible noise increase (10.5 dBA) and would exceed the City's noise standard of 65 dBA CNEL. While slightly reduced, similar to the Development Project, noise impacts at this location remain ***significant***.~~

For Mount San Jacinto College, with implementation of PDF N-1, the school would be~~is~~ located approximately ~~75~~115 feet from the Sunset Avenue centerline and would be exposed to a traffic noise level of 62.8 ~~5.6~~ dBA CNEL. Implementation of the Development Project results in a noise level of 64.0 dBA CNEL at this location. Similar to the Development Project, traffic noise generated at this location under this condition and alternative would be ***less than significant*** because the Horizon Year (2045) with alternative traffic noise levels would not exceed the City's noise standard of 65 dBA CNEL even though project-related traffic would increase ambient noise levels by 3 dBA or more.~~ (a slight reduction compared to the 66.7 dBA CNEL for this location resulting from implementation of the Development Project). Therefore, traffic noise generated under Alternative 4 would have a significant impact on school uses as it would increase ambient noise levels by 3 dBA or more at this location and would exceed the City's noise standard of 65 dBA CNEL. Despite the reduction in noise level at this location associated with this alternative, similar to the Development Project, this increase in noise levels and exceedance of the 65 dBA CNEL standard, would result in a ***significant*** noise impact at this location under Alternative 4.~~

~~Similar to the Development Project, for the residences located along Sunset Avenue between Lincoln Street and Westward Avenue, an additional off-site noise barrier would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Construction of a minimum 6-foot-high wall adjacent to the existing MSJC campus uses along the Sunset Avenue frontage (see **Mitigation Measure NOI-2**) would provide a noise reduction of 5 dBA and reduce traffic noise levels to below the City's noise standard of 65 dBA CNEL. However, the off-site traffic noise impact remains significant because the construction of the wall would require approval of the property owner, which is outside of the control of the Project Applicant and the City, and therefore it is uncertain whether the wall would be constructed. Therefore,~~

~~noise impacts to residences and MSJC campus uses along Sunset Avenue under this alternative, like the Development Project, remain ***significant and unavoidable.***~~

- **Sun Lakes Boulevard West of Highland Home Road.** Residences are located approximately 50 feet from the Sun Lakes Boulevard centerline and would be exposed to alternative traffic noise levels of 64.8 dBA CNEL. The existing 5-foot-high private property wall along Sun Lakes Boulevard would provide a noise reduction of 5 dBA, which would reduce traffic noise levels to 59.8 dBA CNEL (slightly less than the attenuated 61 dBA CNEL resulting from the Development Project). Although alternative-related traffic could increase ambient noise levels by 3 dBA or more, the traffic noise levels at this location and under this condition would not exceed the City's noise standard of 65 dBA CNEL. Therefore, similar to the Development Project, traffic noise generated under Alternative 4 would have a less than significant impact on off-site noise-sensitive land uses.

Overall, ~~The alternative-relate~~traffic noise generated by ~~increase under~~ Alternative 4 would be slightly lower than the Development Project.~~along Sunset Avenue between the I-10 westbound ramps and Bobcat Road and Sun Lakes Boulevard west of Highland Home Road. Also, traffic noise impacts on Sunset Avenue between Lincoln Street and south of Westward Avenue under Alternative 4 are similar to the Development Project.~~ As with the Development Project, with the implementation of PDF N-1, off-site traffic noise impacts under Alternative 4 would be ***less than significant*** because traffic noise levels would not exceed the City's exterior noise standard of 65 dBA CNEL even though this alternative would result in a substantial (3 dBA or more) permanent increase in ambient noise levels.

~~Similar to the Development Project, there are no feasible mitigation measures that would reduce off-site traffic noise levels along Sunset Avenue between Lincoln Street and south of Westward Avenue under Alternative 4. Construction of off-site noise barriers could reduce impacts to less than significant but obtaining consent from property owners to construct off-site noise barriers cannot be assured and is outside of the control of the Project Applicant and the City. Use of rubberized asphalt could also reduce impacts to less than significant but this could not be sustained as the asphalt improvements are not permanent, i.e., they degrade over time. Therefore, off-site traffic noise impacts under Alternative 4 would be significant and unavoidable because the noise levels generated would result in a substantial permanent increase in ambient noise levels and traffic noise levels would exceed the City's exterior noise standard of 65 dBA CNEL along the roadways described above.~~

Section 4.6.2.17, page 8-94, last paragraph, revise as follows:

As mitigation, the Development Project would prepare a TDM strategy report to reduce employee VMT. The TDM will incorporate the project design features PDF T-1 (Commuter Trip Reduction Marketing), PDF T-2 (Rideshare Program), and PDF T-3 (End of Trip Bicycle Facilities).

Section 8.6.2.17, page 8-94, revise as follows:

As mitigation, the Development Project would prepare a TDM strategy report to reduce employee VMT. As mitigation, the Development Project would prepare a TDM strategy report to reduce employee VMT. The TDM will incorporate the project design features PDF T-1 (Commuter Trip Reduction Marketing), PDF T-2 (Rideshare Program), and PDF T-3 (End of Trip Bicycle Facilities). ~~These TDM measures were derived from the Handbook for Analyzing Greenhouse Gas Emission Reductions,~~

~~Assessing Climate Vulnerabilities, and Advancing Health and Equality.~~ Due to the similarity in impact, it is reasonable that a similar measure would be required to address VMT associated with the industrial and commercial development envisioned under this alternative. ~~As with the Development Project, since future industrial tenants are unknown at this time, implementation of the feasible TDM measures cannot be guaranteed to reduce this alternative's VMT impact to a level of less than significant.~~ While the VMT associated with this alternative is reduced from that associated with the Development Project, ~~because of the uncertainty related to the implementation of feasible VMT reduction measures,~~ similar to the Development Project, the VMT impact associated with this alternative remains ***significant and unavoidable***.

Section 8.6.3, page 8-98, second paragraph, revise as follows:

While this alternative does not reduce or eliminate the significant impacts associated with the Development Project, development of the site under Alternative 4 does reduce the overall contribution to such impacts. This alternative would slightly reduce ADTs and VMT, which will also slightly reduce the overall emission of air pollutants and greenhouse gases. Compared to the Development Project, during operation of this alternative, the volume of all criteria pollutants would be reduced or remain the same: VOC (five percent), NO_X (six percent), CO (two percent), SO (no change), PM_{10} (four percent) and $PM_{2.5}$ (five percent) (see Final EIR, **REVISED Table 8.L**). Mitigation Measures AIR-1 and AIR-2, revised to address comments received during public review of the Draft EIR, still do not provide reductions to bring emission levels to below established SCAQMD significance thresholds for VOC, NO_X, PM_{10} and $PM_{2.5}$. The mitigated greenhouse gas emissions resulting from this alternative total 37,425.79 MTCO2e/year or 16.1 percent (see Final EIR, **REVISED Table 8.N**); though the reduction of greenhouse gas emissions would be insufficient to reduce the emissions to below established thresholds of significance of 3,000 MTCO2e/year. and the air quality and greenhouse gas impacts would remain significant and unavoidable. The uses envisioned under Alternative 4 reduce~~s~~ the overall demand for electricity, natural gas, and vehicle fuel. Though reduced, development of the Development Site ~~site~~ under this alternative would slightly reduce VMT, which would still be above the City's VMT impact threshold. ~~Similar to the Project, TDM measures[28] would be imposed, but since future tenants are unknown at this time, implementation of specific, feasible TDM measures and the extent of VMT reductions are uncertain, and CEQA requires that the VMT impact under this alternative be treated as significant and unavoidable~~. Due to the similarity of uses, this alternative would also implement the project design features identified subsequent to public review (PDFs N-1 and N-2) which eliminate the traffic noise impacts along Sunset Avenue, and the nighttime operation noise impacts to sensitive receptors south of Bobcat Road identified in the Draft EIR. As such, noise impacts under this alternative would be similarly to those associated with the Development Project and less than significant. ~~Though the amount of traffic is reduced, due to the location of adjacent sensitive receptors to the site and the lack of feasible mitigation, the significant and unavoidable traffic noise (east of Sunset Avenue) and stationary noise impact (south of Bobcat Road) impacts occurring under the Development Project would remain under this alternative. Though the amount of traffic is reduced, due to the location of adjacent sensitive receptors to the site, the significant and~~

~~[28] Transportation Demand Management (TDM) strategies may include trip reduction marketing, rideshare programs, end-of-trip bicycle facilities, and/or other programs features that could reduce vehicle trips.~~

~~unavoidable traffic noise impact occurring under the Development Project would remain under this alternative.~~

Section 8.7, page 99, last paragraph, revise as follows:

Because Alternative 1 would retain the Development Site in its current undeveloped condition, the significant and unavoidable air quality, greenhouse, construction noise (roadways/utility improvements only), and VMT-related impacts associated with the Development Project, and to a lesser extent each of the other alternatives, would not occur. In the absence of any such significant impact, Alternative 1 (No Project/No Build) would be the Environmentally Superior alternative~~. As required by CEQA,[29] if the environmentally superior alternative is the "No Project" alternative, the EIR must also identify an environmentally superior alternative from the other alternatives.~~ CEQA Guidelines Section 15126.6(e)(2) states that "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives".

Section 8.7, page 8-100, third paragraph, revise as follows:

As detailed in **Section 8.4** and **REVISED Table 8.D**, Alternative 2 would reduce the overall emission of air pollutants and greenhouse gases, though the reduction would be insufficient to reduce the emissions to below established thresholds of significance and the air quality and greenhouse gas impacts would remain significant and unavoidable. Furthermore, while adding residential density and intensity to the Project would reduce the VMT per capita, the retail component continues to increase boundary VMT to the region; therefore, the VMT impact resulting from Alternative 2 in its entirety would be considered potentially significant. ~~Furthermore, though reduced, until specific tenants are identified for commercial uses, it is infeasible to impose and implement specific VMT reduction measures such as traffic demand management measures at commercial uses at this time, and the VMT impact under this alternative remains significant and unavoidable~~. Changes in vehicle traffic and the removal of large industrial buildings that would occur under this alternative would eliminate the significant and unavoidable noise impact traffic noise occurring under the Development Project. Compared to the Development Project, this alternative lessens but does not eliminate~~s~~ the significant and unavoidable ~~traffic noise and operational (stationary source) noise~~ impacts ~~along Sunset Avenue and south of Bobcat Road, respectively~~ of the Development Project.

Section 8.7, page 8-101, REVISED Table 8.Q, revise as follows:

[29] *CEQA Guidelines*, §15126.6(e)(2).

REVISED Table 8.Q: Comparison of Alternatives (Changes from Development Project)

Source	Alternative 2 Existing General Plan/Zoning	Alternative 3 Reduced Commercial	Alternative 4 Reduced Industrial
Criteria Pollutants (lbs/day)			
VOCs	↓35% ~~30%~~	↓3% ~~4%~~	↓5%
NO_X	↓64% ~~57%~~	↓7% ~~8%~~	↓6%
CO	↑33% ~~36%~~	↑7% ~~3%~~	↓2%
SO_X	↓33%	= ↑33%	=
PM_{10}	↓26% ~~21%~~	↑21% ~~16%~~	↓4%
$PM_{2.5}$	↓27% ~~22%~~	↑13% ~~10%~~	↓5%
GHG Emissions (MT CO_2e/yr)	↓41.0% ~~32.0%~~	↓16.8% ~~15.3%~~	↓16.1% ~~12.6%~~
Vehicle Miles Traveled	↓68.9%	↓13.4%	↓6.4%
Average Daily Trips			
Total	**↑1.9%**	**↓18.2%**	**↓2.4%**
Cars	↑14.9%	↓22.5%	↓1.7%
Trucks	↓65.0%	↑3.8%	↓6.1%
Energy Usage			
Electricity (kW/hr)	↓70.9%	↓12.6%	↓0.6%
Natural Gas (kBTU/yr)	↑556%	↓95.3%	↓9.3%
Gasoline (gal/yr)	↑50.2% ~~45.4%~~	↓40.0% ~~40.2%~~	↓3.1% ~~3.2%~~
Diesel Fuel (gal/yr)	↓74.8 ~~71.7%~~	↓1.0% 1.1%	↓6.1% ~~6.9%~~

Source: Compiled by LSA Associates, Inc. (November 2023, May 2024).
CO = carbon monoxide
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kW/hr = kilowatts per hours
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SO_X = sulfur oxides
VOCs = volatile organic compounds

Section 8.7, page 8-106, REVISED Table 8.R, Threshold 4.13.1, revise as follows:

REVISED Table 8.R: Comparison of Impacts

Environmental Impacts	Proposed Project (Without/With Mitigation)	Alternative 1 (Without/With Mitigation)	Alternative 2 (Without/With Mitigation)	Alternative 3 (Without/With Mitigation)	Alternative 4 (Without/With Mitigation)
4.13 Noise and Vibration					
Threshold 4.13.1: CONSTRUCTION ONLY – ROADWAY AND UTILITY IMPROVEMENTS The generation of a substantial temporary or permanent increase (defined as an increase of 3 dBA or more) in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	S/SU	NI/NI	SU/SU	SU/SU	SU/SU
Threshold 4.13.1: OPERATION The generation of a substantial temporary or permanent increase (defined as an increase of 3 dBA or more) in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	LTS/LTS~~S/SU~~	NI/NI	LTS/LTS	LTS/LTS<~~S/SU~~	LTS/LTS~~<S/SU~~

Section 8.7, page 8-99 second paragraph, revise as follows:

As detailed in **Section 8.4** and **Table 8.D**, Alternative 2 would reduce the overall emission of air pollutants and greenhouse gases, though the reduction would be insufficient to reduce the emissions to below established thresholds of significance and the air quality and greenhouse gas impacts would remain significant and unavoidable. Furthermore, ~~though reduced,~~ while adding residential density and intensity to the Project would reduce the VMT per capita, the retail component continues to increase boundary VMT to the region; therefore, the VMT impact resulting from Alternative 2 in its entirety would be considered potentially significant. ~~until specific tenants are identified for commercial uses, it is infeasible to impose and implement specific VMT reduction measures such as traffic demand management measures at commercial uses at this time, and the VMT impact under this alternative remains significant and unavoidable~~. Changes in vehicle traffic and the removal of large industrial buildings that would occur under this alternative would ~~eliminate~~ reduce traffic-related and stationary noise sources; though the significant and unavoidable operational impacts of the Development Project previously identified in the Draft EIR (e.g. operational traffic noise east of Sunset Avenue and nighttime operational noise south of Bobcat Road) have been eliminated through the implementation of project design features; therefore, the noise impacts associated with Alternative 2 would be similar to that of the Development Project, and less than significant. ~~ompared to the revised Development Project, the noise impacts of this alternatives w significant impacts identified with the additional project measures identified subsequent to public review of the Draft EIR and the elimination of the previously identified significant noise impacts, compared to the would eliminate the significant and unavoidable noise impact traffic noise occurring under the Development Project. Compared to the Development Project, this alternative eliminates the significant and~~

~~unavoidable traffic noise and operational (stationary source) noise impacts along Sunset Avenue and south of Bobcat Road, respectively.~~

Section 8.7, page 8-112, second and third paragraphs, delete duplicate text as follows:

~~As detailed in **Section 8.4** and **Table 8.D**, Alternative 2 would reduce the overall emission of air pollutants and greenhouse gases, though the reduction would be insufficient to reduce the emissions to below established thresholds of significance and the air quality and greenhouse gas impacts would remain significant and unavoidable. Furthermore, though reduced, until specific tenants are identified for commercial uses, it is infeasible to impose and implement specific VMT reduction measures such as traffic demand management measures at commercial uses at this time, and the VMT impact under this alternative remains significant and unavoidable. Changes in vehicle traffic and the removal of large industrial buildings that would occur under this alternative would eliminate the significant and unavoidable noise impact traffic noise occurring under the Development Project. Compared to the Development Project, this alternative eliminates the significant and unavoidable traffic noise and operational (stationary source) noise impacts along Sunset Avenue and south of Bobcat Road, respectively.~~

~~Generally, residential uses project have higher fiscal impacts related to the provision of public services and would generally generate less revenue to support the resultant population. The retention of the commercial center under this alternative would satisfy to a much lesser degree some of the basic project objectives (see **Table 8.S**,). This alternative would not provide, to the same extent as the Development Project or either Alternatives 3 or 4, the level of employment, variety of uses, or revenue increases that would: (1) create positive fiscal impact to the City, (2) promote job creating uses that reduce the need for City residents to commute outside of the City for employment, (3) improve transportation efficiency by taking advantage of the site's proximity to local and regional access for industrial and commercial use, (4) address a need in the City for commercial and industrial land uses that accommodate a variety of modern industrial, business, hospitality, and commercial activities, (5) provide uses that allow for a diversified economy, complements existing uses, and provide a range of employment opportunities, or (6) increase City sales and property tax revenues by establishing commercial and industrial uses in the City that can increase City revenues and assist in offsetting public services costs incurred by the City in development and maintenance of housing and public facilities.~~

Section 8.7, page 113, revise as follows:

The hotel and travel center uses retained under Alternative 3 (Reduced Commercial) would provide a less diversified economy and more limited range of commercial employment opportunities than <u>that</u> included in Alternative 4 (Reduced Industrial). In addition, Alternative 3 would provide much less sales tax revenue and reduced property tax revenue than Alternative 4 (Reduced Industrial) and would be materially less effective in satisfying the City's economically based objectives for development of the Development Site. While the significant and unavoidable air quality, greenhouse gas, noise, and VMT impacts would still occur under either of these alternatives, as established in **Sections 8.5 and 8.6** and as compared to the Development Project, the alternatives' relative contribution to these impacts is slightly reduced. <u>Project design features PDF N-1 and PDF N-2 would apply equally to either</u>

Alternative 3 or 4, and similar to the effect of these features on the Development Project, the traffic related noise (east of Sunset Avenue) and operational noise (south of Bobcat Road) would be reduced to a less than significant level under either alternative. Like the Development Project, the significant and unavoidable construction impact resulting from roadway and utility improvements would remain under both Alternative 3 and 4.

Compared to the Development Project, Alternative 3 increases emissions of CO, SO, PM_{10}, and $PM_{2.5}$, with emissions of CO increasing beyond established significance thresholds (a new impact not created by the Development Project.) Under Alterative 4, the level of all criteria pollutants is reduced from that resulting from Development Project. Additionally, when the overall emissions from Alternative 3 and 4 are compared, emissions of all criteria pollutants for Alternative 4 are the lower of the two, except for emissions of NOx (which are 5 lb/day or one percent greater than NOx emission from Alternative 3.) As detailed in **REVISED Tables 8.G and 8.L,** both alternatives still exceed the established significance thresholds, and would require mitigation. While implementation of revised Mitigation Measures AIR-1 and AIR-2 would apply equally to either alternative, the air quality impacts of either alternative remains, similar to the Development Project, significant and unavoidable. Since Alternative 4 does reduces the level of all criteria pollutants (when compared to the Development Project) and does not result in a new CO exceedance (see **REVISED Table 8.Q**), of the two, Alternative 4 provides a greater reduction in pollutant levels. ~~of the two alternatives, Alternative 3 overall contributes only slightly less to the significant and unavoidable impacts than Alternative 4, though under both alternatives, the significant and unavoidable impacts associated with the Development Project are retained.~~

The removal of Building 9 under Alternative 4 eliminates the need for a crossing over Smith Creek (at Lincoln Street) eliminating the need for mitigation to reduce potential impacts to less than significant; mitigated impacts to Biological Resources and Hydrology are less than significant under both Alternatives 3 and Alternative 4. Compared to the Development Project, Alternative 4 slightly reduces air pollutants, greenhouse gas emissions, noise, and ~~overall~~ truck traffic, reduces the number of crossings of sensitive drainage features, maintains existing sediment transport in Smith Creek., ~~and~~ Compared with the other Alternatives, Alternative 4 would be substantially more effective (see Table 8.S) in meeting the City's project objectives; therefore, it has been identified as the Environmentally Superior Alternative.

Chapter 9.0 List of Preparers

Page 9-1, revise personnel as follows:

Name	City/Organization	Role
Emery Papp	City of Banning	Senior Planner
Catherine Basehart ~~Canfield~~	T&B Planning, Inc.	Project Planner, Specific Plan
Haseeb Qureshi	Urban Crossroads	Principal, Supplemental Air Quality
Michael Hendrix	Michael Hendrix Consulting	Principal Consultant, Greenhouse Gas Analysis

Appendices

The Final EIR includes the following appendices which were either, 1) inadvertently omitted from the Draft EIR, or, 2) prepared for the Final EIR.

- *Sunset Crossroads Specific Plan, revised June 2024* (as Appendix B) (changed pages only)
- Air Modeling/HRA files as Appendix C-1 (including)

CalEEMod Input Files:

CalEEMod Construction Tier 4 data-Rev (30 g-L).xls
CalEEMod Construction Tier 4 data-Rev.xls
CalEEMod Ops-PF Phase 1 HDVeh data-Rev.xls
CalEEMod Ops-PF Phase 1 LDVeh data-Rev.xls
CalEEMod Ops-PF Phases 1-2 HDVeh data-Rev.xls
CalEEMod Ops-PF Phases 1-2 LDVeh data-Rev.xls
CalEEMod Ops-PF Phases 1-3 HDVeh data-Rev.xls
CalEEMod Ops-PF Phases 1-3 LDVeh data-Rev.xls
CalEEMod Ops-PF All Phases LDVeh data-Rev.xls
CalEEMod Ops-PF All Phases HDVeh data-Rev.xls
CalEEMod Output Files (all included in the DEIR except as noted):
CalEEMod Mitigated Construction Annual-Rev (30 g-L).xlsx (not included in the DEIR)
CalEEMod Mitigated Construction Summer-Rev (30 g-L).xlsx (not included in the DEIR)
CalEEMod Mitigated Construction Winter-Rev (30 g-L).xlsx (not included in the DEIR)
CalEEMod Ops-PF Phase 1 HDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phase 1 HDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phase 1 HDVeh Winter-Rev.xlsx
CalEEMod Ops-PF Phase 1 LDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phase 1 LDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phase 1 LDVeh Winter-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 HDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 HDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 HDVeh Winter-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 LDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 LDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phases 1-2 LDVeh Winter-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 HDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 HDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 HDVeh Winter-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 LDVeh Annual-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 LDVeh Summer-Rev.xlsx
CalEEMod Ops-PF Phases 1-3 LDVeh Winter-Rev.xlsx
CalEEMod Ops-PF All Phases HDVeh Annual-Rev.xlsx
CalEEMod Ops-PF All Phases HDVeh Summer-Rev.xlsx
CalEEMod Ops-PF All Phases HDVeh Winter-Rev.xlsx
CalEEMod Ops-PF All Phases LDVeh Annual-Rev.xlsx

CalEEMod Ops-PF All Phases LDVeh Summer-Rev.xlsx
CalEEMod Ops-PF All Phases LDVeh Winter-Rev.xlsx

Analysis Information Files:

Architectural Coating Area Calc.xlsx
Worker & Vendor Trip Rate Calc.xlsx
Overall Construction Schedule.csv

LST Analysis Files:

LST Analysis-Construction.xlsx (Worksheet to tabulate construction LST results)
LST Analysis-Operations.xlsx (Worksheet to tabulate operational LST results)
LST-Construction-AERMOD-Gas.zip (537 AERMOD input, output, and data files)
LST-Construction-AERMOD-PM10.zip (535 AERMOD input, output, and data files)
LST-Operations-AERMOD-Gas.zip (3,793 AERMOD input, output, and data files)
LST-Operations-AERMOD-PM10.zip (3,800 AERMOD input, output, and data files)
PL_RiversideSC_2027_Annual_20220609110704.csv (EMFAC datafile)

EMFAC & OFFROAD Data Files:

EMFAC2021-EI-2007Class-Riverside(SC)-2027-Annual-20220628161002.csv
EMFAC2021-EI-2007Class-Riverside(SC)-2027-Annual-20220628161317.csv
EMFAC2021-ER-2007Class-Riverside(SC)-2027-Annual-20220628160507.csv
OFFROAD2021-Equipment Types-Riverside(SC)2024-Exhaust Emissions-20220628160400.csv
PL_RiversideSC_2027_Annual_20220628155611.csv (EMFAC datafile)

HRA Files:

NPD2001 HRA Coords & EmRates.xlsx (Workbook to develop HARP emissions file)
NPD2001 HARP.zip (66 HARP modeling files)
SC-AERMOD-final.zip (4,099 AERMOD modeling files)

- *Supplemental Memorandum Regarding Operational Emissions from Transport Refrigeration Units (TRUs) and updated Health Risk Assessment for the Proposed Sunset Crossroads Specific Plan Project* (LSA Associates, Inc., May 14, 2024) as Appendix C-4.

- *Sunset Crossroads Supplemental Air Quality Analysis (*Urban Crossroads, June 25, 2024) as Appendix C-5.

- *Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment* (Michal Hendrix Consulting, June 28, 2024) as Appendix C-6.

- *Noise and Vibration Impact Analysis, Sunset Crossroads Project, Banning, California*, LSA Associates, Inc., September 2023 (Appendix I-1, selected appendices including)

  Appendix A Short-Term Noise Level Measurement Survey Sheets
  Appendix C FHWA Highway Traffic Model Noise Model Printouts (Operations)

Appendix D FHWA Highway Traffic Noise Model Printouts (Construction)
Appendix E Soundplan Printouts

- *Supplemental Noise Analysis for the Sunset Crossroads Project, Banning, California* (LSA Associates, Inc., June 4, 2024) as Appendix I-2.

APPENDIX B

SPECIFIC PLAN CHANGED PAGES

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APPENDIX C-1

OMITTED CONSTRUCTION CALEEMOD FILES

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APPENDIX C-4

SUPPLEMENTAL HEALTH RISK ASSESSMENT

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APPENDIX C-5

SUPPLEMENTAL AIR QUALITY ASSESSMENT

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APPENDIX C-6

SUPPLEMENTAL GREENHOUSE GAS ASSESSMENT

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APPENDIX I-1

NOISE AND VIBRATION IMPACT ANALYSIS OMITTED ATTACHMENTS

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APPENDIX I-2

SUPPLEMENTAL NOISE ANALYSIS

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