



City of Banning

Community Development Department

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: June 7, 2024

SCH: 2022040441

Project Name: First Hathaway Logistics Project

Project Description: The First Hathaway Logistics Project (proposed project or project) envisions the development of a speculative 1,420,722-square-foot warehouse distribution building, 40,000 square feet of which would consist of two-story office space and a mezzanine, on a 94.86-acre site. The project includes a Tentative Parcel Map (TPM) No. 38256 to consolidate the 94.86-acre project site into three parcels for the proposed warehouse building with employee/visitor and trailer parking on 72.89 acres, additional trailer parking on 7.22 acres, additional passenger vehicle parking on 4.01 acres, and public roadways to facilitate access to the site and adjacent properties dedicated on approximately 10.74 acres.

The warehouse portion of the project site would have primary access off Hathaway Street on the west side of the site, and Hathaway Street would be improved along the site frontage with a new 250-foot-long combination bus stop and deceleration lane south of the proposed driveway to facilitate mass transit and unobstructed vehicle access at this location. The project would result in the construction of three additional roadways along the northern, eastern, and southern perimeters of the site and dedication of ROW to the City for public use. The proposed project would result in the construction of the following street improvements:

- **Wilson Street:** Construct and dedicate to the ultimate 110-foot full width per the General Plan standard for an Arterial Highway on the east leg of the Wilson Street/Hathaway Street intersection for the first 489 feet east of the Hathaway Street centerline. From that point, the project includes construction and dedication to the ultimate 55-foot half-width per the General Plan standard for an Arterial Highway with an interim 5-foot shoulder from the centerline for approximately 2,160 feet along the project site northern frontage east to First Industrial Way and installation of curb, gutter, sidewalk, parkway landscaping, and street lights and trees along the south side of the street fronting the project site between (existing) Hathaway Street and proposed First Industrial Way. Wilson Street/Hathaway Street would become a three-way stop sign intersection, and Wilson Street east of Hathaway Street would terminate at its junction with First Industrial Way.
- **First Industrial Way:** Construct and dedicate to the ultimate 39-foot half-width plus 10 feet past the centerline, per the General Plan standard for a Divided Collector Street, and install curb, gutter, sidewalk, parkway landscaping, streetlights, and trees along the west side of the street fronting the project site between proposed Wilson Street and proposed Nicolet Street. The proposed construction of First Industrial

Way would occur between Wilson Street to the north and Nicolet Street to the south and would terminate at those junctions.¹

- **Nicolet Street:** Construct and dedicate to the ultimate 78-foot full width per the General Plan standard for a Divided Collector Street with a 12-foot painted median and install curb, gutter, sidewalk, parkway landscaping, streetlights, and trees along both sides of the street fronting the project site between proposed First Industrial Way and (existing) Hathaway Street. Nicolet Street/Hathaway Street would become a two-way stop-controlled (TWSC) intersection, and Nicolet Street east of Hathaway Street would terminate at its junction with First Industrial Way.
- **Hathaway Street:** Dedicate and widen to the ultimate 55-foot half-width per the General Plan standard for an Arterial Highway with an 11-foot painted median that would join with the existing westerly portion of the street. Install curb, gutter, sidewalk, parkway landscaping, streetlights, and trees along the east side of the street fronting the project site from approximately 200 feet south of Nicolet Street north to proposed Wilson Street. Along this segment, Hathaway Street would be improved with two northbound through lanes while the existing southbound through lane would be protected in place. The northbound segment would also include a 100-foot dedicated right-turn lane onto Nicolet Street and a 250-foot combination bus stop and deceleration lane to facilitate vehicle access to the primary project driveway. One of the two northbound lanes would become a dedicated right-turn lane onto Wilson Street. South of the proposed project improvements, Hathaway Street has been improved by the City to the ultimate full width per the General Plan standard for a Major Highway (four lanes) from Williams Street southbound to Ramsey Street.

All street improvements would be constructed consistent with City standards and regulations, as shown in the Interim Offsite Street Striping Plan for Tentative Parcel Map No. 38256.

The proposed warehouse building would be constructed to a maximum height of 50 feet, plus architectural parapets that would reach up to 55 feet, and would have substantial setbacks from the public right-of-way (ROW) in every direction (e.g., 300 feet from Hathaway Street and 200 feet from Wilson Street, First Industrial Way, and Nicolet Street, respectively). The proposed warehouse would be further separated from the adjacent land uses through implementation of grade variations between the project site and adjacent land uses via landscaped engineered slopes. The project includes a cut slope along the western frontage of the site and a fill slope along the eastern frontage of the site. The finished grade of the proposed warehouse building and parking lot would be up to 42 feet lower in elevation than Hathaway Street and the residential uses to the west and up to 32 feet higher in elevation than First Industrial Way at the eastern end of the site. In addition to the warehouse building, the project would include vehicle and truck parking as well as bike racks for bicycle parking. The project site would be enclosed with decorative wrought iron fencing with pilasters.

Discretionary Approvals: In accordance with Sections 15050 and 15367 of the *California Environmental Quality Act (CEQA) Guidelines*, the City is the Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed project. As established in *CEQA Guidelines* Section 15124(d)(2), "If a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed."

The legislative and discretionary actions to be considered by the City as part of the proposed project include:

¹ The project includes reservation of right of way along First Industrial Way to the south of Nicolet Street for approximately 350 feet adjacent to the additional trailer parking lot in the southeast corner of the project site.

- **Approval of Tentative Parcel Map No. 38256 (TPM 21-4002):** To consolidate the 94.86-acre development site into three parcels for the proposed warehouse building, extra trailer parking, public street dedications and ancillary property.
- **Approval of Design Review (No. DR 21-7015):** For the proposed site plan as a 1,420,722-square-foot warehouse distribution building with employee/visitor and trailer parking.
- **Certification of the Project Environmental Impact Report (ENV 21-1519):** The City will consider certification of the Environmental Impact Report (EIR) prior to taking action on the requested approvals. In conjunction with certification of the EIR and approval of the proposed project, the City will adopt a Mitigation Monitoring and Reporting Program (MMRP), which will ensure implementation of the measures and conditions of project approval that were adopted to mitigate or avoid potentially significant effects on the environment.
- **Adoption of Statement of Overriding Considerations:** Pursuant to *CEQA Guidelines* Section 15093, the Banning City Council must balance the benefits of the proposed project against any significant and unavoidable environmental impacts in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental impacts, those impacts would be considered “acceptable.”
- **Encroachment Permit:** An encroachment permit will be necessary to excavate or otherwise encroach within the City of Banning’s public road ROW.

Additional discretionary actions may include, but not be limited to: final maps, grading permits, and water and sewer system approvals.

Project Location: The project site is located on 94.86 acres in the city of Banning, in western Riverside County. The project site consists of six parcels (Assessor’s Parcel Numbers [APNs] 532-110-001, -002, -003, -008, -009, and -010) located in the eastern portion of Banning, Riverside County (see Figure 1: Regional Setting). The site is located on Section 11 of Township 3 South, Range 1 East of the United States Geological Survey (USGS) 7.5-minute series *Cabazon, California* quadrangle, San Bernardino Baseline and Meridian. The approximate center of the project site is located at latitude 33° 55’ 50” north and longitude 116° 51’ 18” west.

The project site is located approximately 400 feet north of Interstate 10, 750 feet north of the Union Pacific Railroad, adjacent to the east of Hathaway Street, and south of Wilson Street. Single- and multifamily residential uses are located west of the project site across Hathaway Street. North and east of the site is undeveloped land, while undeveloped land and a materials and equipment staging yard operated by the California Department of Transportation (Caltrans) are adjacent to the south.

Hazardous Waste Sites: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites). Pursuant to Section 15087c6 of the *CEQA Guidelines*, the City acknowledges the non-existence of hazardous waste sites within the project area reviewed by the project EIR.

Public Review Period: The 45-day public review for the Draft EIR will begin on June 7, 2024, and end on July 22, 2024.

Written comments regarding this Draft EIR should be addressed to:

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Public Hearing: A public hearing(s) with the Planning Commission and City Council will be conducted at a future date(s) to consider the TPM, Design Review, EIR, Statement of Overriding Considerations, and Encroachment Permit. Public hearing notices will be issued at least ten (10) days in advance of any hearing (s).

Project Impacts: The Draft EIR evaluates the proposed project's potential individual and cumulative environmental impacts on the following resource areas: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise and vibration, population and housing, recreation, public services, transportation, tribal cultural resources, utilities and services systems, and wildfire. Project-level and cumulative analyses of these issues are provided in Sections 4.1 through 4.20 of the Draft EIR.

As discussed in Section 4.0 of the Draft EIR, the project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The unavoidable significant impacts are identified below.

Air Quality

Greenhouse Gas Emissions

Noise

Vehicle Miles Traveled (VMT)

Availability of the Draft Environmental Impact Report: The Draft EIR and its technical appendices are available for review online at: <https://engagebanning.civilspace.io/en/projects/first-hathaway-logistics>

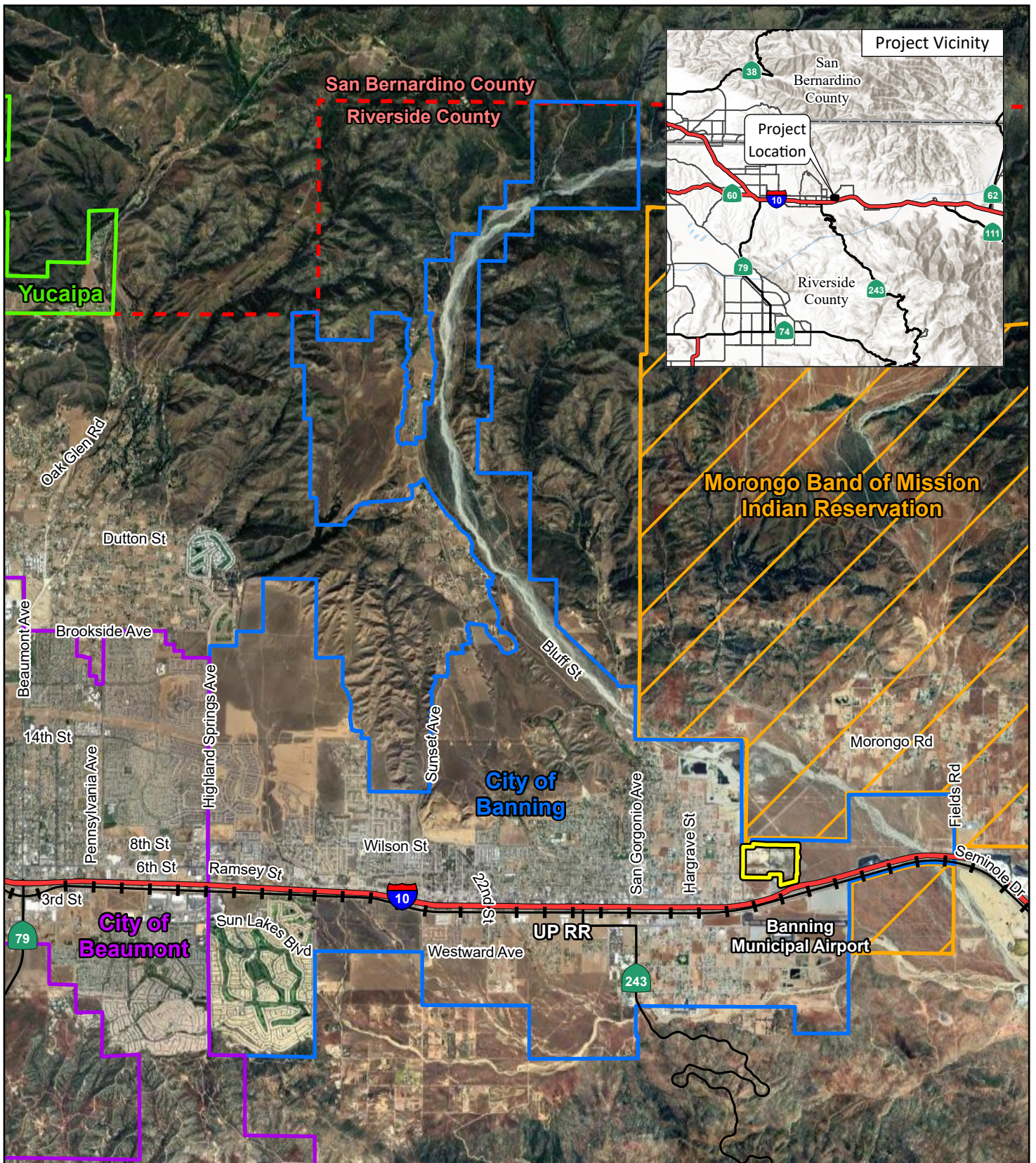


FIGURE 1

LSA



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FEET

SOURCE: Google Maps (2023)

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- Project Location
- Rail Alignment
- Morongo Band of Mission Indian Reservation Boundary
- County Boundary
- City Boundary
 - Banning
 - Beaumont
 - Yucaipa

First Hathaway Logistics Project
Regional Setting