6.0 CUMULATIVE IMPACTS

This chapter addresses the cumulative impacts of the Project analyzed in **Chapter 4.0** and **Chapter 5.0** of this Environmental Impact Report (EIR), which is comprised of:

- The Development Project, consisting of the proposed commercial and industrial development of a 533.8-acre property (Development Site) located in part in the City of Banning (City) and in part in the City's Sphere of Influence (SOI) in unincorporated Riverside County (County), California, which is proposed to be entitled through, among other things, adoption of the Sunset Crossroads Specific Plan (Specific Plan) and a City project for a reverse osmosis facility on the Development Site that is analyzed in this EIR; and

- The Mt. San Jacinto College (MSJC) Entitlements, pursuant to which the City proposes to rezone a 49.2-acre property located adjacent to the Development Site, east of Sunset Avenue and south of Westward Avenue and owned by the Mt. San Jacinto Community College District[1] (MSJCCD) (MSJC Site) to very high-density residential development, creating capacity for up to 1,181 housing units to ensure no net loss of residential capacity under State law. Because the MSJC Entitlements would not result in physical changes to the environment and would only allow for the future development of the MSJC Site, no physical environmental impacts, and thus no cumulative impacts, would result from the MSJC Entitlements action. However, buildout is anticipated by 2045, and the cumulative impacts, if any, that could occur with future physical development of the MSJC Site are considered in this chapter.

The Development Project and the MSJC Entitlements are referred to collectively in this EIR as the Project, and the Development Site and MSJC Site are collectively referred to as the Project Sites.

6.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTORY GUIDANCE

The California Environmental Quality Act (CEQA) requires that an EIR assess the cumulative impacts of a project with respect to past, present, and probable future projects within the region. Under CEQA, "cumulative impact"[2] is defined as follows:

> "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

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1 In collaboration with the Beaumont Unified School District, MSJC is housing the Beaumont Middle College High School at the San Gorgonio Pass Campus. The middle college high school is designed to raise graduation rates, prepares students for transfer to a 4-year institution or an associate degree, and serves underrepresented students.

2 *CEQA Guidelines* §15355.

Pertinent guidance for cumulative impact analysis is given in Section 15130(b) of the *CEQA Guidelines:*

> The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

To have an adequate discussion of cumulative impacts, the EIR must either analyze a list of past, present, and probable future projects producing related or cumulative impacts, including, as necessary, those projects outside the control of the agency; and/or a summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect. Factors to consider when determining a list of projects is the nature of each environmental resource being examined and the location and type of the projects considered.

In preparing an analysis of cumulative impacts, lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used, and should provide:

- A summary of the expected environmental effects to be produced by those projects.
- A reasonable analysis of the cumulative impact of relevant projects and an examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Cumulative impacts are required to be analyzed when the combined impact of a project and cumulative projects is significant and a project's incremental contribution is "cumulatively considerable."[3] A project's incremental contribution is cumulatively considerable if the incremental effects of the project are significant "when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[4] Where an effect is not cumulatively considerable, "a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable."[5]

6.2 METHODOLOGY

This chapter documents cumulatively considerable environmental impacts of the Project (i.e., the Development Project and the MSJC Entitlements) that cannot be feasibly mitigated or avoided, cumulatively considerable environmental impacts that can be feasibly mitigated or avoided, and environmental impacts that are not cumulatively considerable. Mitigation measures to reduce cumulative impacts are identified where necessary.

3 *CEQA Guidelines* §15130(a).
4 *CEQA Guidelines* §15065(a)(3).
5 *CEQA Guidelines* §15130(a).

The discussion of cumulative effects is guided by the standards of practicality and reasonableness and does not need to address impacts that do not result in part from the project.[6] Accordingly, the discussion of cumulative impacts in this EIR focuses on significant cumulative impacts where the Project would have an incremental effect that may be cumulatively considerable and briefly discusses cumulative impacts that are not significant or where the project's impact is not cumulatively considerable.[7] A project's contribution is less than cumulatively considerable if, among other things, "the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact."[8]

The following steps were followed for this cumulative effects analysis, pursuant to the CEQA statutory and *CEQA Guidelines* guidance summarized above:

1. The potential impacts of the proposed Project, which are identified in **Chapter 4.0** and **Chapter 5.0** and summarized in **Chapter 1.0** of this EIR, were reviewed to determine: (a) environmental resources for which the Project has no impact or for which the impact could be fully mitigated that could be screened from further evaluation because the Project's impact would not be cumulatively considerable, and (b) environmental resources that would be affected by Project activities requiring evaluation in this cumulative effects analysis.
2. For environmental resources where the Project has no impact, the Project **would not** contribute to cumulative effects and no further discussion of cumulative impacts for these is provided in this EIR. The potential environmental impacts of the Project for which a determination of potential environmental impacts is identified are summarized in **Table 1.A** and evaluated throughout **Chapters 4.0** and **5.0** of this EIR.
3. Other relevant past, present, and reasonably foreseeable future projects, plans, and programs were identified for evaluation.
4. Potential cumulative effects of the proposed Project were identified and, when it was determined that the Project could result in a cumulatively considerable contribution to a significant cumulative effect, mitigation measures were identified to minimize the proposed Project's contribution to the cumulative effect.

   An EIR may identify and explain conditions where the combined cumulative impact associated with the Project and those of other projects is not significant and need not be further discussed in the EIR. Where the Project contributes to or funds its fair share of a mitigation measure to alleviate the cumulative impact, an EIR may determine that the Project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and therefore is not significant.[9]

   This cumulative effects analysis takes into account the buildout of the Development Project and the buildout of a project consistent with the MSJC Entitlements on the MSJC Site. The Development Project is anticipated to take place in phases, with a total construction window of approximately 4 years. However, as described in this EIR, there is currently no proposed

6 *CEQA Guidelines* §15130(a)(1).
7 *CEQA Guidelines* §15130(a).
8 *CEQA Guidelines* §15130(a)(3).
9 *CEQA Guidelines* §15130(a)(2), (3).

development project for the MSJC Site and it is not anticipated that the MSJC Site would be developed prior to buildout of the Development Project. Therefore, MSJC Site buildout is analyzed for potential cumulative impacts in this EIR in the 2045 horizon year. The cumulative impacts evaluation analyzes cumulative effects of the Project, other past, present, and reasonably foreseeable development projects, and the related public facilities projects (consisting of the SLB Extension, potable water reservoir, reverse osmosis facility, electrical substation, and Sunset Avenue Bridge) described in greater detail below and in **Chapter 3.0**. Due to the programmatic nature of the MSJC Entitlements (see **Chapter 5.0**), project-level environmental review of subsequent development on the MSJC Site will be completed if such development is undertaken.

6.2.1 Identification of Past, Present, and Reasonably Foreseeable Projects

This cumulative effects analysis is focused on the areas where the Project could make a cumulatively considerable contribution to a significant cumulative impact. For the purposes of this cumulative effects analysis, "cumulative projects" are those that would affect the same footprint or defined geographic areas; those that would involve similar construction and/or operational features and/or would have similar types of environmental effects on the same environmental resource areas (for example, projects that emit similar air quality emissions within the same air basin); and those that would occur over a similar timeframe.

Relevant projects, plans, and/or programs were identified using a "list" approach.[10] Because environmental impacts are most likely to arise when a relationship exists between a proposed activity and other projects expected to occur in a similar location, involving similar actions, and/or occurring over a similar time period, the following parameters were used to refine the list of projects to those that are relevant to this cumulative effects analysis:

- **Geographic Scope and Location:** A relevant project is one that would occur within the defined geographic scope for a particular environmental resource area.

  The geographic scope defines the geographic area within which projects may contribute to a specific cumulative impact, when considered in combination with the Development Project and MSJC Entitlements. According to the *CEQA Guidelines,*[11] a lead agency should provide a reasonable explanation of the geographic limitation used in the cumulative impacts analysis. The geographic scope of cumulative impact analyses varies for each environmental resource area evaluated. For example, the geographic scope of the analysis for cumulative aesthetics, noise, geology, soils, and vegetation impacts is generally localized and typically limited to the project location and adjacent areas, while the scope of the analysis for cumulative air quality and wildlife species impacts is broader and more regionally based and, as a result, projects located within the air basin and/or that would occur within the range of a particular sensitive species would be considered. The geographic range for the cumulative analysis of each environmental resource is identified in **Table 6.A: Cumulative Analysis Geographic Scope**.

10 *CEQA Guidelines* §15130(b)(1)(A).
11 *CEQA Guidelines* §15130(b)(3).

Table 6.A: Cumulative Analysis Geographic Scope

Environmental Resource	Geographic Scope	Resource Area Overview
Aesthetics	Local. The City of Banning and adjacent areas of unincorporated Riverside County, including higher elevations along State Route 243 (SR-243).	The San Bernardino and San Jacinto Mountains, along with their foothills rising from the valley floor, constitute the most prominent scenic views in the vicinity of the Project and City of Banning, although the City has not designated these mountain ranges or foothills as scenic vistas. The Development Site and Mt. San Jacinto College (MSJC) Site are located approximately 2 miles from the nearest segment of SR-243, and more than 5 miles from any portion of the highway which is designated as a State Scenic Highway. The topography of these sites is generally flat, trending downward from northwest to southeast. On the Development Site, three deeply incised existing natural drainages that generally flow from northwest to southeast). A similar feature, flowing in the same direction, is located on the MSJC Site.
Agriculture and Forestry Resources	Regional. Riverside County and City of Banning.	Of the 1.94 million acres inventoried in Riverside County, approximately 4,382 acres of Important Farmland are located in the City, nearly all of which is designated as Farmland of Local Importance and impacts to which are not considered significant under *CEQA Guidelines* Appendix G.
Air Quality	Regional. South Coast Air Quality Management District (SCAQMD).	The proposed Project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the SCAQMD. Basin-wide air pollution levels are monitored by the SCAQMD through the Air Quality Management Plan (AQMP). The Basin is currently designated nonattainment for the federal and State standards for ozone (O_3) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In addition, the Basin is in nonattainment for the State standard for particulate matter less than 10 microns in diameter (PM_{10}).
Biological Resources	Regional. Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) Area and the Whitewater River watershed (for impacts related to jurisdictional features).	The Project Sites are located within the boundaries of the MSHCP but not within any MSHCP Criteria Cells, Cell Groups, Cores, or Linkages. Studies required by the MSHCP include assessment for riparian/riverine/vernal pool resources, including fairy shrimp; and focused surveys for fairy shrimp; and surveys for Narrow Endemic Plant Species, burrowing owl, and the Los Angeles pocket mouse. Also required was a delineation to identify on-site jurisdictional features. With the exception of required road crossings, the on-site natural drainage features on the Development Site will be preserved. The City of Banning and the Project Sites are located within the boundary of the Coachella Valley Groundwater Basin, San Gorgonio Pass Subbasin and subject to regulatory requirements associated with those basins.
Cultural Resources	Local. City and Sphere of Influence (SOI).	The cultural resources record search identified 68 previously recorded cultural resources within 1 mile of the Project Sites, with only one, an isolate, determined to be prehistoric. The remaining are historic sites, buildings, and features, including 39 single-family residences, three multifamily residential properties, eight commercial buildings, one ranch complex, two remnant ranch foundations/features, one motel, two industrial building complexes, one transmission line, one road, one railroad alignment, six erosion control features/water conveyance systems, and two trash scatters. Two of the previously recorded resources (P-33-013778 Historic Ranch Foundations/Features and RIV-7544 Historical erosion control feature[s]/water conveyance system) are located within the Development Site and the SLB Extension. Within the MSJC Site, one resource (P-33-009176) containing historic buildings associated with a ranch complex tied to Barker Ranch was previously recorded. The standing structures associated with this resource were demolished in 2010 for the construction of the MSJC campus buildings. Six previously recorded and 12 new cultural resource/sites were identified during the cultural assessment of the RSG site.

Table 6.A: Cumulative Analysis Geographic Scope

Environmental Resource	Geographic Scope	Resource Area Overview
Energy Resources	Service areas of utility providers.	The Project Sites are within the service territory of the Banning Electric Utility (BEU). BEU is a not-for-profit, publicly owned retail electrical energy distribution utility. Southern California Gas Company (SoCalGas) provides natural gas to approximately 21.8 million people in a 24,000-square-mile service area throughout Central and Southern California, from Visalia to the Mexican border.
Geology and Soils	Local. Project Sites and immediately adjacent areas.	The Project Sites are located in the San Gorgonio Pass, an elongated east-west-trending valley between the San Bernardino and San Jacinto Mountains. The valley is filled with alluvial deposits derived from adjacent mountains. To the west, the valley merges with older alluvial soils of the Beaumont Plain. The San Andreas Fault Zone (SAFZ) is located approximately 6 miles to the northeast of the Project Sites. The active Banning Fault Zone, a branch of the SAFZ, is located approximately 2.75 miles northeast of the Project Sites, and the San Gorgonio Fault Zone is located approximately 0.6 mile north of the Project Sites. The San Jacinto Fault Zone is located approximately 9 miles southwest of the Project Sites. The majority of the Development Site is underlain by older alluvium with younger alluvium expected within the drainage areas and the MSJC Site. Some limited areas of existing fill on the Development Site were noted along the existing unpaved roads. Deeply incised drainages, three on the Development Site and one on the MSJC Site, generally flow in northwest to southeast direction.
Greenhouse Gas Emissions	Statewide. Cumulative analyses are evaluated pursuant to the State's greenhouse gas (GHG) reduction goals	Global surface temperatures have been rising over the last 100 years, with the rate of warming over the last 50 years almost double that of the previous 100 years. These extra emissions increase atmospheric GHG concentrations, enhance the natural greenhouse effect, and contribute to the effects of climate change.
Hazards and Hazardous Materials	Local. Project Sites and immediately adjacent areas.	The Project Sites are not included on any of the queried databases of hazardous materials sites that could create a significant hazard to the public or the environment. A search of the California Office of Environmental Health Hazard Assessment database and Cleanup Sites Map indicated no active cleanup sites within the vicinity of the Project Sites. Two inactive sites are located approximately 0.5 mile north of the Development Site, north of Interstate 10 (I-10).
Hydrology and Water Quality	Local and Regional Coachella Valley Groundwater Basin which includes the San Gorgonio Pass Subbasin, and Whitewater watershed.	The Project is located within the Whitewater River Watershed within the jurisdiction of the Colorado River Basin Regional Water Quality Control Board. The Development Site is located within an undeveloped open grassland valley where two main creeks flow: Smith Creek and Pershing Creek, both of which flow in a southeasterly manner across the Development Site. Storm water on the Development Site, under existing conditions, either flows into Smith or Pershing Creek or infiltrates into the ground. Highland Wash, a tributary to Smith Creek, also crosses the Development Site until it meets with Smith Creek. One such drainage transects the MSJC Site in a northwest to southeast direction joining Pershing Creek on the RSG site. The City of Banning and the Project Sites are located within the boundary of the Coachella Valley Groundwater Basin, San Gorgonio Pass Subbasin.
Land Use and Planning	Local. City of Banning and Riverside County General Plan.	The Northern Portion of the Development Site consists of approximately 280.1 acres located in the City of Banning, while the Southern Portion of the Development Site consists of approximately 253.7 acres within the City of Banning's SOI within the unincorporated area of Riverside County. Lands uses in the project area include the Union Pacific Railroad (UPRR) and I-10 to the north (with commercial beyond); the Sun Lakes Community to the west; residential, light industrial, and storage uses to the east; and rural

Table 6.A: Cumulative Analysis Geographic Scope

Environmental Resource	Geographic Scope	Resource Area Overview
		residential uses to the south. The approved Rancho San Gorgonio Specific Plan, the existing MSJC campus, and the MSJC Site are also located to the east of the Development Site. The MSJC Site encompasses 49.2 acres, of which 8.3 acres are developed with campus uses. Currently the MSJC Site is designated Public Facilities (PF) under the City's General Plan and zoning. The MSJC Site is bounded by single-family residential uses and the approved RSG project to the north and south, respectively. Undeveloped open space and the Development Site are located to the east and west, respectively.
Mineral Resources	Local. City of Banning.	Mineral Resource Zone (MRZ)-3 is the predominant designation throughout most of the City and its SOI. The only mineral extraction site in the City, the Banning Quarry, mines rock, sand, and base materials used for concrete and construction. The quarry is located in the MRZ-2 zone in the eastern portion of the City approximately 3.3 miles northeast of the Project Sites.
Noise	Local. Project Sites and immediately adjacent areas.	The primary existing noise sources in the project area are transportation facilities. Traffic on I-10, Sunset Avenue, Highland Home Road, and other local streets contributes to the ambient noise levels in the project vicinity. The UPRR line, which also carries Amtrak trains, is located immediately north of the Development Site. Both freight and passenger train operations contribute to the existing noise environment. Existing long-term ambient noise in the project area ranges from 59.5 to 72.7 A-weighted decibels Community Noise Equivalent Level (dBA CNEL).
Public Services	Local. Service area of public service providers.	Public services are provided by the City (police), Riverside County (fire), the Banning Unified School District, and the Banning Library District, which maintain sufficient capacity to provide service to the Project Sites. Payment of development impact fees and assessments provide for appropriate services required for cumulative development.
Population and Housing	Regional. City of Banning and Riverside County.	Total population in Riverside County is expected to increase by approximately 888,000, from 2,364,000 in 2016 to 3,252,000 in 2045, or an approximate increase of 37.6 percent. The number of households will increase 51.7 percent, from 716,000 in 2016 to 1,086,000 in 2045. The City's population is expected to increase from 31,000 in 2016 to 41,500 in 2045, or an approximate increase of 33.9 percent. The number of households is expected to increase by 5,200, from 10,900 in 2016 to 16,100 in 2045, an increase of 47.7 percent.
Recreation	Local. City of Banning.	There are currently seven developed public parks within the City, which range in size from the approximately 0.33-acre Carpenter-Hamilton Park to the 20-acre Dysart Equestrian Park. The total parkland acreage in the City of Banning is 66.67 acres, including both active and passive recreational areas The City's Community Center/Municipal Pool complex occupies an additional 14 acres. The City further owns 214.57 acres it is considering for development as Smith Creek Park. The Development Project Site would include approximately 65.6 acres of open space, including a 5.0-acre passive park in Planning Area 11. It is unknown whether the MSJC Site will include a public park.
Transportation	Local. City of Banning.	I-10 provides primary access to and through the City connecting the Greater Los Angeles area to the Coachella Valley. Major roadways in the project vicinity include urban arterials (Highland Springs Road), major roadways (Sunset Avenue and Sun Lakes Boulevard), secondary streets (Bobcat Road), and collector streets (Westward Avenue and Highland Home Road). The future extension of Sun Lakes Boulevard across

Table 6.A: Cumulative Analysis Geographic Scope

Environmental Resource	Geographic Scope	Resource Area Overview
		the Development Site is a related City-sponsored project, but the area of this future roadway is 'Not a Part' of the Development Site and is treated as a cumulative project in this Environmental Impact Report.
Tribal Cultural Resources	Local and Regional. Areas of traditional tribal interest.	In total, the City provided outreach to 31 Native American contacts, representing Cahuilla, Cahuilla Serrano, Cahuilla Luiseño, Luiseño, and Quechan groups. The City received requests for formal consultation from the Morongo Band of Mission Indians, the Soboba Band of Luiseño Indians, and the Agua Caliente Band of Cahuilla Indians. For the MSJC Entitlements, the City separately initiated SB 18/AB 52 consultation from the same Native American contact. The consultation request for the MSJC Entitlements stated that no construction or physical alterations were proposed or authorized. Two responses were received. The San Manuel Band of Mission Indians did not request consulting party status, while the Morongo Band of Mission Indians had no comment. Due to the location of the MSJC Site within its ancestral territory and traditional use area, the Morongo Band of Mission Indians noted construction or alternation of the subject parcels would be of interest to the Tribe.
Utilities and Service Systems	Service Area of Utility Providers	The Development Site (including the area currently within the SOI which will be annexed) is within the service area of Banning Electric Utility (BEU), a not-for-profit publicly owned utility. The City manages a Water and Wastewater Utilities Department. The Development Site (including the SOI) and the MSJC Site are both within the City's service area for these services. Solid waste collection and transport services in the City, including the SOI, is provided by Waste Management of the Inland Empire.
Wildfire	Local and Regional. Within 5 miles of the Project Sites.	The Project Sites are located in a wildland-urban interface (WUI) setting; however, it is not located in an area statutorily designated as a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) by the California Department of Forestry and Fire Protection or Riverside County.

Source: Compiled by LSA (2023).

This cumulative effects analysis assumes that projects located beyond these general geographic boundaries would be unlikely to result in cumulative impacts that would compound those associated with the Project.

- **Similar Environmental Impacts:** A cumulative project would contribute to effects on environmental resource areas that would also be affected by the Project.

  Construction activity and subsequent operation/occupation of the cumulative projects will modify existing topography, remove existing land cover, and alter the visual character of surrounding areas. While the scope and impact of these changes may vary depending on the existing characteristics and quality of each cumulative project, it is likely each project will incrementally increase demand on public service and utility resources, generate air pollutants and greenhouse gas emissions, contribute additional noise sources in the community, create changes in the local visual condition, alter drainage patterns or hydrologic conditions, or contribute additional traffic into the community.

  As with the Project, the cumulative development projects will result in the irreversible conversion of these sites to urban uses. Depending on location, the cumulative projects may result in long-term impacts to open space, biological resources (including sensitive habitat), agricultural land, or cultural or tribal resources. The siting of cumulative projects may be similarly affected by limitations due to the presence of geologic, hydrologic, and/or wildland hazards. It is reasonable that the discretionary review of the cumulative projects will consider the environmental effects and identify appropriate measures to address these effects.

- **Temporal Scope:** The timing and schedule for construction and implementation, or the ongoing operational effects associated with a cumulative project would overlap in time with the Project.

  - Typically, construction-related impacts would be temporary and short-term. A number of the cumulative projects are large, multi-phased Specific Plans envisioning buildout over a considerably longer period of time. Other cumulative projects include related public facility projects (Sun Lakes Boulevard Extension, an electric substation, reverse osmosis facility, potable water reservoir, and the bridge on Sunset Avenue over Pershing Creek proposed to be developed on or immediately adjacent to the Development Site) that would be anticipated to generate few operational impacts but may be constructed concurrently with the Project. The Development Project is expected to be developed in phases, with a total construction window of approximately 51 months. The development of the MSJC Site is not anticipated within the same time period as the Development Project. Therefore, the buildout is analyzed in this EIR in the 2045 horizon year traffic projections with conditions derived from the Riverside County Transportation Analysis Model (RIVCOM) Version 3.0 to evaluate the circulation network in order to compare the findings with the currently adopted General Plan. These conditions include the future Sun Lakes Boulevard Extension and also take into account the MSJC Entitlements. The California Emissions Estimator Model (CalEEMod) was used to model mobile source emissions associated with passenger vehicles, which are based on the trip numbers, length, and fleet mix/vehicle type assumptions in the traffic analysis for employees and site visitors/shoppers.

It is possible that construction/operation of other cumulative projects would occur concurrent with the Development Project. Traffic noise impacts for existing (2021), opening year (2027) and horizon year (2045) were derived from the traffic analysis for the Project, which incorporates future circulation network and traffic from the cumulative projects. The impact analyses contained in **Sections 4.3**, **4.13**, and **4.17** consider future conditions in modeling and represent the cumulative condition for these environmental issues.

6.3 CUMULATIVE PROJECTS

As stated previously, the Project consists of the Development Site and MSJC Entitlements. The cumulative discussion in this EIR addresses the impacts related to buildout of the Project, combined with other past, present, and reasonably foreseeable projects. **Table 6.B: Cumulative Projects** and **Figure 6-1: Cumulative Projects** identify the past, present, and foreseeable future cumulative projects considered in this chapter. The information included in **Table 6.B** was developed through consultation with planning and engineering staff from the City of Banning and the City of Beaumont which shares a common street network with the City of Banning and would generate traffic and contribute traffic to the study area intersections.

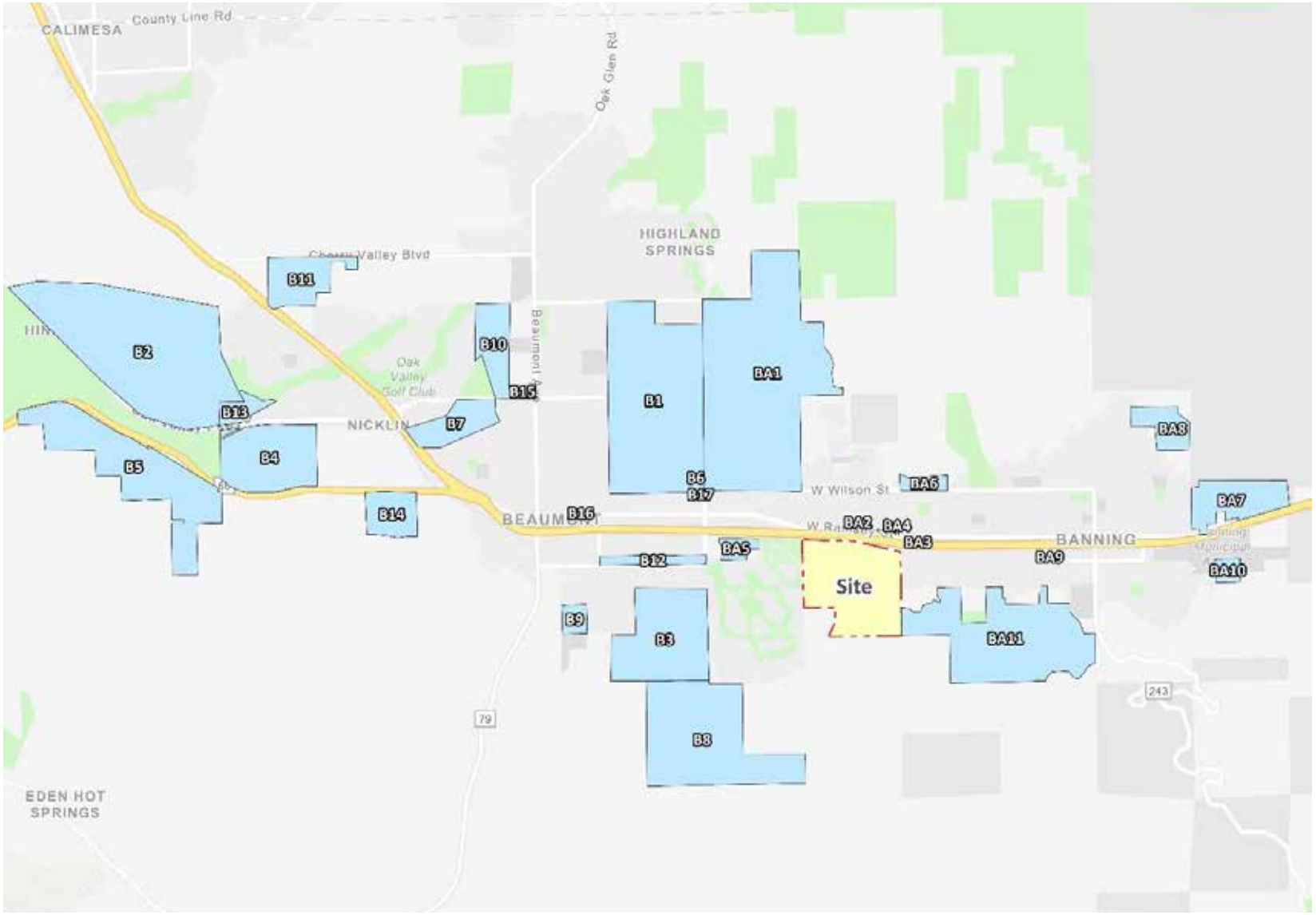
As detailed in **Table 6.B** and **Figure 6-1**, a number of planned developments in the cities of Banning and Beaumont have been identified as cumulative projects. The following cumulative projects are more specifically described because they represent large cumulative projects in the City that are located within, adjacent to, or in close proximity to the Project Sites.

- **Sun Lakes Village North Specific Plan (BA5):** The Sun Lakes Village North (SLVN) Specific Plan was recently amended by Amendment (SPA) No. 5 to allow Business Park & Warehouse (BW), Office & Professional (OP), and Retail & Service (RS) uses, including development of 877,298 square feet of industrial and warehouse uses, 52,065 square feet of medical office uses, and 37,189 square feet of retail uses on 47 acres of land located approximately ½ mile from the western boundary of the Development Site south of the I-10.

  Information related to the Sun Lakes Village North Specific Plan project is incorporated into this EIR by reference and can be accessed at: https://ceqanet.opr.ca.gov/Project/2020029074.

- **Rancho San Gorgonio Specific Plan (BA11):** The approved Rancho San Gorgonio Specific Plan (RSG SP or RSG site) encompasses 831 acres directly east of the Development Site and south of the MSJC Site. The RSG SP envisions the creation of a master community offering a variety of residential and commercial uses, a school, and 210 acres of public open space uses. Similar to the Development Project, existing drainages within the community are planned to remain in their natural condition with enhanced trail systems on either side of their full frontage. Buildout of the RSG SP has not commenced and is estimated to occur over a 20-year period. The Final EIR for the RSG SP was adopted in October 2016.

  Information related to the Rancho San Gorgonio Specific Plan project is incorporated into this EIR by reference and can be accessed at: http://www.banning.ca.us/432/Rancho-San-Gorgonio-Specific-Plan.



LSA

FIGURE 6-1

NO SCALE

SOURCE: Urban Crossroads

Sunset Crossroads

Cumulative Projects

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Table 6.B: Cumulative Projects

ID	Project	Land Use	Quantity
City of Banning			
BA1	Butterfield Specific Plan	Residential Commercial Golf Course School	5,387 DU 549,000 SF 253.9 AC 23.0 AC
BA2	7-11 @ 3251 W. Ramsey Street	Gas Station with convenience mart	10.0 VFP
BA3	Nourish	Commercial	1.07 AC
BA4	The Alley Barber & Hair Styling	Commercial	0.16 AC
BA5	Sun Lakes Village	Industrial Park Medical Office Commercial Retail	877,298 SF 52,065 SF 37,189 SF
BA6	Banning 98	Residential	98 DU
BA7	Hathaway Industrial	Industrial Park	3,523,107 SF
BA8	Robertson's Ready Mix Expansion	Mining	23 AC
BA9	SoCal West Coast Electrical 200 S 8th St	Industrial	55,100 SF
BA10	Estes Truck Terminal	Truck Terminal	63,360 SF
BA11	Rancho San Gorgonio Specific Plan	Residential Commercial Elementary School Community Park	3,134 DU 101,604 SF 800 Students 25.0 AC
	Related Public Facilities		
	Sun Lakes Boulevard Extension	Public Facilities	
	Electrical Substation	Public Facilities	
	Reverse Osmosis Facility	Public Facilities	
	Potable Water Reservoir	Public Facilities	
	Sunset Avenue Bridge	Public Facilities	
City of Beaumont			
B1	Sundance	Residential	4,450 DU
B2	Fairway Canyon SCPGA	Residential	3,300 DU
B3	Four Seasons Tract No. 32260 &330961	Residential	1,891 DU
B4	Heartland (Olivewood)	Residential	981 DU
B5	Beaumont Pointe	Commercial/Industrial	5,000,000 SF
B6	Sundance Corporate Center	Commercial/Industrial	13.6 AC
B7	Kirkwood Ranch	Residential	403 DU
B8	Potrero Creek Estates	Residential	700 DU
B9	Tract No. 32850	Residential	95 DU
B10	Noble Creek Vistas	Residential	648 DU
B11	Sunny-Cal Specific Plan	Residential	571 DU
B12	San Gorgonio Village Phase 2	Commercial	22.5 AC
B13	Tournament Hills 3, TM 36307	Residential	279 DU
B14	Rolling Hills Ranch Industrial Park, Phase 2	Industrial	2,850,000 SF
B15	Beaumont Village	Commercial	50,810 SF
B16	Beyond Beaumont	Commercial	6,859 SF

Source: Table 4-3, Cumulative Development Land Use Summary, *Sunset Crossroads Traffic Analysis* (Urban Crossroads 2023).
AC = acres SF = square feet
DU = dwelling units VFP = vehicle fuel positions

- **Butterfield Specific Plan (BA1):** The Butterfield Specific Plan (BSP) is located on approximately 1,543 acres north of I-10 and one mile north/northwest of the Development Site. The adopted BSP envisioned development of residential, (5,347 units), golf course, parks, open space, school, and commercial uses within a Master Planned Community. In 2017, the BSP was revised to replace the golf course with active recreational space, eliminating development on the northern most portion of the BSP site, and reducing residential uses to a maximum of 4,862 dwellings. The BSP retained other previously approved commercial and school uses. The BSP intended to be developed in five primary phases over an estimated 30-year implementation period, with portions of Phase 1 currently developed and/or under construction.

  Information related to the Butterfield Ranch Specific Plan is incorporated by reference and can be accessed at: https://banningca.gov/399/Butterfield-Specific-Plan-Documentation.

- **Beaumont Pointe Specific Plan (B5):** The Beaumont Pointe Specific Plan (BPSP) would allow for the development of up to 246,000 square feet of general commercial uses, a 125-room hotel, and up to 4,995,000 square feet of industrial uses on a 539.9-acre site located south of SR-60 in unincorporated Riverside County (within the Sphere of Influence of the City of Beaumont). The project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space to buffer an adjacent conservation area and 152.4 acres for open space/conservation.

  Information related to the Beaumont Pointe Specific Plan is incorporated by reference and can be accessed at: https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan.

"Related Public Facilities" include the following City public improvements projects that are proposed to occur whether or not the Project proceeds and for which the City has commenced environmental review:

- **Sun Lakes Boulevard Extension:** The City's General Plan Circulation Element identifies a future Arterial Highway to connect Sunset Avenue to Highland Home Road, bisecting the Development Site. In conformance with the City's existing circulation map, the City is currently planning construction of this four-lane divided roadway with two travel lanes in each direction, separated by a landscaped median, within an approximately 21-acre area (SLB Extension). The SLB Extension will be constructed as an Arterial Highway, approximately 5,400 linear feet (1.02 mile) long and 110 feet wide, and include two eastbound and two westbound lanes, a raised 18-foot wide median; eastbound and westbound 8-foot-wide bike lanes; 8-foot-wide sidewalks; associated road striping, drainage, and streetlight improvements. Three multi-cell reinforced concrete box (RCB) channels running under the proposed Sun Lakes Boulevard roadway extension at drainage crossings. Warped wing walls will be constructed at the upstream end of each channel while rip-rap and vertical wing walls will be provided at the downstream end of channels. Grouted rip-rap ramps will be constructed at the south end of the channels to provided maintenance access. Grading operations and construction associated with the development of the SLB extension is anticipated to occur during the first phase of Development Site's grading operation.

  The City's amended Circulation Element can be accessed at: http://www.banning.ca.us/418/General-Plan-Circulation-Element-Amendme.

- **Electrical Substation:** An approximately 1-acre area within PA 7, which is part of the Development Site, has been identified by Banning Electric Utility (BEU) as a potential site for development of an electric substation to be developed by the BEU to support the City's existing General Plan's planned for long-term growth. The future substation will accommodate current step-down transformation from 34.5kV to 12.47kV step-down transformation and (8)-600 amp 12.47kV distribution circuits. The electrical substation's tallest components would be the power circuit breakers, which would be a similar height as off-site electrical poles.

- **Potable Water Reservoir:** To serve the water storage requirements of the City and the approved RSG development, the City has identified a portion of Planning Area 3 which is part of the Development Site, south of Westward Avenue, west of Sunset Avenue, and east of Pershing Creek for a proposed 1.5-million-gallon potable water reservoir. Based on the size of existing water reservoirs in the City, the 1.5 mg water reservoir will be approximately 100 feet in diameter and up to 26 feet in height. The need for additional water storage capacity was identified in the City's Integrated Master Plan (2018) and the RSG EIR, but the exact location was not identified at that time. The City and the RSG applicant will be responsible for the future development of this reservoir.

- **Reverse Osmosis Facility:** The City has identified the need for development of a reverse osmosis facility in Planning Area 12. The Sun Lakes Country Club is currently using recycled water from the Banning Water Reclamation Facility (WRF); however, the recycled water (even after treatment) has high levels of Total Dissolved Solids (TDS) (specifically nitrates) that percolate into the groundwater basins below the Sun Lakes Country Club. The reverse osmosis facility would act as a tertiary treatment facility for the recycled water delivered from the Banning WRF and would remove nitrates, in order for the recycled water to be used at the Sun Lakes Country Club without further contaminating groundwater below the golf course.

  The City would construct, operate, and maintain this facility. The timeframe for the construction and ultimate operation of this facility is dependent on a number of variables, including: the timing of construction of the on-site purple pipe (recycled water) distribution system and the City's infrastructure to connect to the reverse osmosis facility, quantities of recycled water delivered to Sun Lakes Golf Course, and the quantity of imported water recharged by the City in the Beaumont Basin. By adjusting the manner in which the City operates its recycled water system, the City may be able to defer construction and operation of this facility until 2030. While the precise capacity of the facility is dependent on the concentration of TDS in effluent from the wastewater treatment plant, a preliminary estimate anticipates a facility capable of processing 0.5 million gallons per day (mgd). Treated wastewater from the Banning WRF would be conveyed to the reverse osmosis facility by a 24-inch pipe. The reverse osmosis facility would most likely be housed in a small brick/mortar building, which the 24-inch pipe would enter, send water through additional filtration devices, and be conveyed through an outgoing 24-inch pipe to the Sun Lakes Country Club. Water from the reverse osmosis facility containing TDS would be reconveyed back to the Banning WRF for continued treatment. The reverse osmosis facility would be remotely operated, and crews would visit the facility on a monthly basis (or as required) for maintenance activities.

The timing of development of the reverse osmosis facility would be at the discretion of the City, and construction of the reverse osmosis facility would take approximately 12 months.

- **Sunset Avenue Bridge:** Access on Sunset Avenue across the Pershing Creek drainage, south of Westward Avenue, is currently limited during rain and is typically inaccessible by vehicle during flood events. Construction of a future bridge crossing at this location (Sunset Avenue Bridge) has been approved by the City as part of the RSG SP. This construction is under the control of the City and could be constructed by the City or third parties designated by the City.

In the development of cumulative conditions, the project-specific Traffic Assessment evaluated various scenarios. The "Opening Year Cumulative (2027) without Project" includes existing traffic volumes plus an ambient growth factor of 12.62 percent and the addition of cumulative development traffic. The "Opening Year Cumulative (2027) with Project" includes existing traffic volumes plus an ambient growth factor of 12.62 percent, the addition of cumulative development traffic, and the addition of Project (Buildout) traffic. The assessment of Horizon Year (2045) traffic forecasts of traffic conditions derived from the RIVCOM Version 3.0 regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between base (2018) and Horizon Year (2045) traffic conditions. The Horizon 2045 forecast includes the evaluation of the MSJC Site with 1,181 units.

6.4 PLANS AND PROGRAMS

The following relevant plans are recognized and are referenced in this cumulative analysis:

6.4.1 City of Banning General Plan

The City of Banning adopted its current General Plan[12] in 2006, with updated Circulation and Housing elements adopted in 2013 and 2021,[13] respectively. The General Plan identifies the environmental, social, and economic goals for the City and sets forth policies and programs for existing and future development. The General Plan also provides the framework to analyze and respond to changing circumstances as the City continues to grow and evolve.[14] The General Plan is organized into five major chapters: Administration, Community Development, Environmental Resources, Environmental Hazards, and Public Services and Facilities. Within each chapter are the various General Plan elements and their accompanying background information, goals, policies, and programs. The Community Development chapter includes elements for circulation, housing, economic development, land use, and parks and recreation. The City General Plan policies relevant to the Development Project have been identified in the assessment of environmental issues contained in **Sections 4.1 through 4.20** of this EIR, and those relevant to the MSJC Entitlements have been identified in **Chapter 5.0** of this EIR.

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

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12 Prior to construction, the Southern Portion of the Development Site would be annexed by the City of Banning. This action would result in the entire Development Site lying within the area covered by the City of Banning's General Plan policies.

13 City of Banning. 2021. General Plan, Housing Element. Website: http://www.banning.ca.us/DocumentCenter/View/9517/Revised-Banning-Draft-Housing-Element-October-5-2021-with-Appendices (accessed March 15, 2023).

14 City of Banning. 2006. General Plan, Introduction and Administration, page II-2.

6.4.2 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP Plan Area encompasses approximately 1.26 million acres (1,966 square miles). The MSHCP Plan Area includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Wildomar, Menifee, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Eastvale, Jurupa Valley, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto.[15] The MSHCP allows Riverside County and participating cities to better control local land use decisions and maintain a strong economic climate in the region while addressing the requirements of the State and federal Endangered Species Acts.

The City of Banning was a party to the Implementing Agreement for the MSHCP and is a member of the Regional Conservation Authority (RCA). Thirteen other cities were parties to the original Implementing Agreement, and four additional cities have become member agencies of the RCA since the Implementing Agreement was adopted in 2004. As stated in **Sections 4.4 and 5.4**, neither the Development Site nor the MSJC Site are located within any MSHCP designated Criteria Cells, Core Groups, Cores, or Linkages, but each is located in an area where several surveys are required: a mammal species survey, a narrow endemic plant species survey, and a burrowing owl survey.

The MSCHP document library, which includes the MSHCP documents, amendments, agency resource files, fee studies, and environmental reference materials can be accessed at: https://www.wrc-rca.org/document-library/.

6.4.3 Air Quality Management Plan

Developed and adopted by the South Coast Air Quality Management District (SCAQMD), the 2022 Air Quality Management Plan (AQMP) builds upon measures already in place from previous AQMPs. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standard (NAAQS) of 70 parts per billion (ppb) as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038 for the South Coast Air Basin (Basin) and August 3, 2033 for the Riverside County portion of the Salton Sea Air Basin (referred to as Coachella Valley Planning Area or Coachella Valley). The AQMP identifies a variety of strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides [NO_x] technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve this standard. The 2022 AQMP was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP and supporting information can be accessed at:

[15] The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) provides a regional vision for balanced growth that will help conserve the Coachella Valley's natural heritage while also building a strong economy that is vital to our future. CVMSHCP protects 27 Covered Species, enhances infrastructure without environmental conflicts, offers opportunities for recreation, tourism, and job creation and ensures the survival of endangered species. The CVMSHCP borders the Western Riverside County MSHCP to the east. The City of Banning is not a party to the CVMSHCP.

- http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

6.4.4 Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted by the Southern California Association of Governments (SCAG) on September 3, 2020, analyzed the region's transportation system, future growth projections, and potential funding sources in order to develop a long-term framework for increased mobility options, more sustainable growth patterns, and transportation improvements. The RTP/SCS includes policies and regulations set forth to ensure that development within the SCAG regional area is within planned and forecast socioeconomic projections, including consideration and improvement of the housing-jobs balance. As part of the RTP, SCAG developed an SCS, which was required by Senate Bill (SB) 375, the Sustainable Communities Act of 2008. The SCS is intended to combine land use and transportation planning with the overall goal of reducing greenhouse gas emissions generated by vehicle travel. This document is accessible online at:

- https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

6.4.5 City of Banning Integrated Master Plan (2018)

This Integrated Master Plan (IMP) evaluates the performance and condition of the City's potable water, wastewater, and recycled water systems under existing and future conditions through year 2040. The IMP informs the City during the development and update(s) of its Capital Improvement Plan (CIP) and identifies, plans, and develops the system of water, wastewater, and recycled water system facilities necessary to serve current customers and to support anticipated growth through the year 2040. The IMP can be accessed online at the following location:

- http://www.ci.banning.ca.us/DocumentCenter/View/10541/2018-Integrated-Master-Plan.

6.4.6 City of Banning Urban Water Management Plan (2020)

The 2020 Urban Water Management Plan (UWMP) for the City was prepared in compliance with the Urban Water Management Planning Act. This Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an Urban Water Management Plan" assessing the supply and demand of water over at least a 20-year or a 25-year planning horizon under normal water year, rainfall, and various drought conditions. The Act also requires water shortage contingency planning (including, where feasible, drought shortage response actions) to be included in UWMPs. The City's most current UWMP can be accessed online at the following location:

- http://www.ci.banning.ca.us/DocumentCenter/View/9109/2020-Urban-Water-Management-Plan-UWMP-with-Appendices.

6.5 CUMULATIVE IMPACT ANALYSIS

The cumulative discussion addresses the cumulative effects associated with buildout of the Development Project and MSJC Entitlements and is based on information previously disclosed in **Chapters 4.0 and 5.0** of this EIR. Where available, the cumulative discussion may include information derived from the environmental documents prepared for other projects or may reference the technical documentation prepared for the Project which would be equally applicable to one or more cumulative projects.

6.5.1 Aesthetics

An analysis of cumulative impacts on aesthetics evaluates whether impacts of the Project and cumulative projects, when taken as a whole, substantially affect scenic resources or scenic vistas or do not adhere to City General Plan policies or other City design requirements or degrade the existing visual character or quality of public views or significantly increase light and glare impacts. Cumulative impacts would occur if the effects of the Project and the cumulative projects result in impacts to designated scenic vistas in or in the vicinity of the City, or surrounding views, or affect the existing visual character or adjacent land uses as seen from public locations such as views of the nearby San Jacinto or San Gorgonio Mountains or result in aesthetic changes inconsistent with the General Plan policies.

The Project and related public facility projects (i.e., the SLB Extension) would occur in the same general area and are not likely to be separately discernable. Other construction activities associated with the cumulative projects would be of limited duration and scale; would be dispersed throughout the City, and would likely not occur simultaneously; therefore, it is reasonable that construction activity itself would not result in cumulative aesthetic impacts.

As detailed in **Section 4.1**, impacts of the Development Project on visual resources have been determined to be less than significant since the City has not identified the visual resources described below as scenic vistas, and the Project would have a less than significant effect on surrounding views, the existing visual character, or adjacent land uses and the Development Site as seen from public locations. As stated in **Section 5.4.1.2**, due to the dramatic elevation of the mountains, the limited length of project frontage, and the brief duration of views from adjacent public streets, changes to views of the mountains resulting from development of the MSJC Site would not be cumulatively significant.[16] As detailed in **Table 6.B** and **Figure 6-1**, a number of planned developments in the cities of Banning and Beaumont have been identified as cumulative projects. The RSG, SLV, BSP and other projects are subject to the siting and design guidelines enshrined in their respective Specific Plans and/or the City code. The implementation of required design, siting, and development standards at a project-level basis would ensure the incremental aesthetic effect of individual projects would not be cumulatively considerable.

[16] Development of VHDR uses on the MSJC Site may be required to include the construction of individual and/or clusters of multi-storied buildings, and site improvements (e.g., access roads, parking, sidewalks, lighting, enhanced landscaping, signage, utility infrastructure, etc.) necessary to support new development. As the overlay zone will require adoption of a specific plan to regulate the site plan and design of the uses, the MSJC Project is expected to be well regulated and aesthetically consistent. It is expected that future development on the MSJC Site would not block views of the San Jacinto Mountains from public roadways.

As indicated above, the electrical substation, potable water reservoir, and reverse osmosis facility are located on the Development Site. The electrical substation's (in PA 7) tallest components would be the power circuit breakers, which would be a similar height as off-site electrical poles, while the proposed potable water reservoir, located in PA 3 south of the SLB extension and west of Sunset Avenue, would be up to 26 feet in height with a diameter of 100 feet. The reverse osmosis facility would be contained in a low-rise building in PA 12 and would not exceed structural heights as set forth in the Open Space – Resource Development Standards for PA 12 pursuant to the Specific Plan. Although development of the public facilities would alter the visual quality/character of the area compared to existing conditions, the design guidelines, landscape, and lighting guidelines of the City and the Specific Plan would be implemented to minimize any visual impacts. These features would be developed per applicable City guidelines for utility infrastructure. Based on the Determination of Biologically Equivalent or Superior Preservation (DBESP) Report for the RSG project, the proposed bridge will be a multi-span arch over Pershing Creek.[17] The grade of Sunset Avenue will be raised to accommodate this crossing. The final design of the Sunset Avenue Bridge, including materials and aesthetic treatments (if any), has not been identified at this time.

While visible from local streets, these public features are typical of improvements in the existing urban environment, and development of these features would not directly or cumulatively adversely affect the visual character or obstruct view to or through the Site. Because existing Westward Avenue/Sun Lakes Boulevard alignment and above ground utilities are already present in the project area, and due to its at-grade design, the SLB Extension would not obstruct or interfere with the existing views or substantially alter the aesthetic condition of the Project area. The City has not designated any portion of the Development Site or the MSJC Site as a scenic resource. Therefore, the Project has no impact on scenic resources and would not contribute to cumulative aesthetic impacts with respect to scenic resources.

With respect to scenic resources in the viewshed of the Project and the cumulative projects, the Caltrans Scenic Highway Program identifies State Route 243 (SR-243) (approximately 2 miles east of the Development Project) between I-10 and State Route 74 as both an Eligible and Officially Designated State Scenic Highway.[18] Due to intervening topography, distance, existing buildings, and vegetation (i.e., trees), views of the Project Sites and the cumulative projects are either limited or obscured from SR-243. At lower elevations, due to the topography along SR-243, the intervening presence of existing development and landscaping, and the visual barrier of I-10, views of the cumulative project area are generally limited. From higher elevations along SR-243, where views are not limited due to roadway or topography, intermittent, expansive views of the cumulative area would be visible. While cumulative development would be visible, the extent of the cumulative projects relative to available viewshed from SR-243 is limited; therefore, impacts would not be cumulatively considerable.

With respect to degradation of existing visual character or quality of public views in non-urban areas, the City's General Plan EIR recognizes development activity in the City will result in changes to the

[17] LSA Associates, Inc. (LSA). 2023. Determination of Biologically Equivalent or Superior Preservation Report, Rancho San Gorgonio Planned Community Project, City of Banning, Riverside County, California, Figure 6. July.

[18] California Department of Transportation (Caltrans). n.d. Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed August 31, 2023).

visual character throughout the City resulting from modification of existing vegetation and topography. It is reasonable to anticipate that any development in the cumulative area would adhere to the applicable General Plan, zoning, and specific plan regulations and development standards, including those related to the design and orientation of buildings, amenities, landscaping, signage, and lighting, which would ensure the specific aesthetic impacts from individual projects are appropriately addressed. Future development within the viewshed of I-10 will continue to expand as structures, infrastructure, and lighting associated with the Project and cumulative projects are installed and occupied. In addition, future development, including at the MSJC Site, would be required to undergo its own review pursuant to CEQA, which may require mitigation measures to reduce aesthetic impacts. Because the General Plan and City's Municipal Code would regulate design of the anticipated development of the Project, the proposed Project would result in a less than significant impact to aesthetics when measured cumulatively with future development occurring in the City. Finally, although the San Bernardino and San Jacinto Mountains provide a dramatic scenic backdrop to residents of the City and travelers on I-10 due to their height and visual dominance, given the relatively low-rise nature and the dispersed nature of cumulative development, no cumulatively significant obstruction or degradation of views of either mountain range is anticipated.

To contribute to cumulative light or glare impacts, cumulative projects must be located in the same field of view as the Project. As such, impacts with respect to light and glare are typically localized. To the extent of the Project's proximity to the cumulative projects or with respect to proximity of the Development Site and MSJC Site, there exists the possibility for the Project to result in a cumulative light and glare impact. All lighting in the Project Sites would conform to brightness and directionality requirements outlined in the applicable city zoning and municipal code, minimizing flashing lights on signage and overflow lighting impacting residential land uses on the east, west, and rural south sides of the Project Sites. Any cumulative development would be required to comply with existing lighting regulations under the City's Municipal Code Sections 17.12.170 and 17.24.100, which encourage the minimum amount of lighting required for safety and security, appropriate shielding of all lighting, the integration of lighting into buildings where possible, and the incorporation of features to confine light spread to the boundaries of a development site. As with the Project, potential light or glare generated by cumulative projects would also be regulated by City Municipal Code and design requirements and would not be anticipated to occur, and no cumulatively considerable impact would result.

6.5.2 Agricultural and Forestry Resources

An analysis of cumulative impacts on agricultural and forestry resources evaluates loss of agricultural land in the City and Riverside County. Cumulative impacts could occur with conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance.

A majority of the Development Site (451.9 acres) is designated Farmland of Local Importance or Grazing Land (76.83 acres) by the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP). Most of the MSJC Site (45.65 acres) is considered Farmland of Local Importance (L). The remaining portion (3.54 acres) of the MSJC Site is designated as "Urban/Built Up Land." Per the FMMP, no Prime, Unique, or Statewide Important Farmland (collectively Important Farmland) is located within the cities of Banning or Beaumont or within adjacent areas of

unincorporated Riverside County.[19] No Prime, Unique, or Statewide Important farmland is located within the alignment of the SLB Extension. Therefore, there would be no cumulative impact with respect to conversion of such farmland to non-agricultural use as a result of development of the Project and the cumulative projects.

Neither the MSJC Site nor the SLB Extension alignment is zoned for agricultural or subject to the Williamson Act or is considered forest land. Therefore, the Project has no impact related to changes in agricultural zoning, forest land, or Williamson Act designation and would not contribute to cumulative impacts with respect to these matters.

Approximately 4,382 acres in the City is designated as Farmland of Local Importance, but only Prime Farmland, Unique Farmland, and Farmland of Statewide Importance are considered to be significant under CEQA. With respect to cumulative impacts resulting from conversion of farmland to non-agricultural use, conversion of the Development Site and MSJC Site from their current designation of Farmland of Local Importance would not affect agricultural use as neither property is used for these purposes; together they represent a very small proportion of the overall loss of such designated land in Riverside County. In addition, since the Project Sites do not contain Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, the loss of this designated land is not a significant impact under CEQA.

Riverside County contains approximately 221,201 acres of Farmland of Local Importance.[20] Even if all of the cumulative projects were located on designated Farmland of Local Importance, loss of that acreage would be a small portion (1.9 percent) of the overall land designated as Farmland of Local Importance in the County. In addition, conversion would not significantly increase the overall rate of conversion of agricultural land in Riverside County as described in **Section 4.2** of this EIR. As detailed in the CEQA documents for the RSG, BSP, SLB Extension, SLVN, and other projects, those cumulative projects identified no impact related to agricultural and forestry resources or such impact has been determined to be less than significant; therefore, the incremental effects of the Project, when considered with the other projects cited in **Table 6.A**, would not result in a cumulatively considerable impact on Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, which are the CEQA areas of significance, or Farmland of Local Importance.

Concerning forest resources, CEQA's threshold of significance is whether a project would conflict with or change zoning for forest land, timberland, or timberland zoned Timberland Production as defined in Government Code Section 51104(g). No land in the City is zoned for or used for forestry/timberland production; therefore, no change to or conflict with such uses/zones would result from cumulative development in the City. In absence of any conflict or change, no cumulative impact would occur.

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19 As the electrical substation, potable water reservoir, and reverse osmosis facility are located within the limits of the Development Site, the impacts related to agricultural and forestry resources is similar to that identified in **Section 4.2** of this EIR. The Sunset Avenue Bridge will be constructed on the current alignment of Sunset Avenue, an area not identified as farmland, forestland, or zoned/used for agricultural production.

20 California Department of Conservation, Farmland Mapping and Monitoring Program, 2018 Riverside County Data. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed May 10, 2023).

6.5.3 Air Quality

The nonattainment status of a project with respect to regional pollutants for which the region is in nonattainment is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. To facilitate attainment of those standards, the SCAQMD has developed a South Coast Air Basin plan based on planned development and regional, basin-wide thresholds of significance for criteria pollutants which are needed to attain the Clean Air Act air quality standards. Non-compliance with either is considered non-compliance with an applicable plan and a significant project level impact. Project-level thresholds of significance for criteria pollutants also determine whether a project's individual emissions would have a cumulatively significant impact on air quality. Under the applicable standards established by SCAQMD, a project that individually triggers a significant air quality impact by exceeding regional emissions thresholds would also be considered to have a cumulatively considerable contribution to the cumulative regional air quality impact.

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. 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.)

Project construction emissions with mitigation are less than significant with RCMs and mitigation. Other projects in the area, including the City's Sun Lakes Boulevard Extension (SLB Extension), the electric substation, reserve osmosis facility, potable water reservoir, and/or Sunset Avenue Bridge may be under construction at the same time as the Development Project. However, construction of the SLB Extension and electrical substation would not result in the emission of pollutants in excess of regional or localized thresholds.[21,22,23] Such concurrent development would generate fugitive dust and equipment emissions that could result in substantial short-term increases in air pollutants in the local area without mitigation. A standard requirement during construction is adherence to applicable SCAQMD rules governing the control of fugitive dust, the application of architectural coatings, and

21 Albert A. Webb Associates. 2021. *Air Quality/Greenhouse Gas Analysis for Sun Lakes Boulevard Extension Project in the City of Banning*. November 2.

22 Based on development of a similar facility. See: *Initial Study/Mitigated Negative Declaration for City of Banning Electric Utility Ivy Substation Project*, Albert A. Webb Associates, June 2020.

23 Based on significance determination for the SLB Extension and electrical substation, due to a similar duration and extent of construction, it is reasonable to conclude construction for the potable water reservoir and reverse osmosis facility would similarly not exceed regional or localized air quality thresholds.

operation of construction equipment. These rules seek to eliminate project-specific significant impacts resulting from emissions generated during development and would apply equally to the Project and the cumulative projects; therefore, the uniform implementation of these rules during construction would ensure construction impacts are not cumulatively considerable.

6.5.3.1 Regional Construction Emissions

As identified in **Section 4.3**, the Development Project's regional construction emissions would result in an exceedance of 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 **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 MJSC Site also would not exceed regional air quality thresholds and would not be cumulatively considerable.

6.5.3.2 Regional Emissions for Concurrent Construction and Operation

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 **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.

Emissions from future operations of the MSJC Site cannot be calculated at this time, and therefore any contribution to cumulative air quality impacts is speculative. Because the MSJC Entitlements are part of the Project, the combined Project emissions also would be significant and unavoidable, and therefore cumulatively considerable. Similar to the Development Project, despite the identification of mitigation, the RSG, SLVN, BSP, and BPSP projects each identified significant and unavoidable impacts related to AQMP consistency and exceedance of pollutants during project operations. It is reasonable these and the cumulative projects would implement all appropriate mitigation outlined in their

respective CEQA documentation.[24,25,26,27] Despite the implementation of mitigation and project design features in the BSP, RSG, and BPSP projects, emissions of reactive organic gas (ROG), NO_x, carbon monoxide (CO), PM_{10} and $PM_{2.5}$ still exceeded SCAQMD thresholds. For the SLVN project, though the level of other emissions were reduced through implementation of mitigation, emissions of NO_x emissions remained in excess of the SCAQMD threshold; therefore, the operational air quality impact of that project remained significant and unavoidable. As shown in **Tables 4.3.J through 4.3.M** of this EIR, with implementation of the designated project design features, the proposed Development Project would result in a significant and unavoidable impact for VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$, and mitigation would be required. With the implementation of this mitigation, emissions of these pollutants would still exceed SCAQMD standards, prompting a significant and unavoidable impact (see **Table 4.3.N**). Due to the Project's exceedance of SCAQMD thresholds, the infeasibility of mitigation to reduce operational air quality impacts to below SCAQMD significance standards, and in combination with other inability to show that other cumulative projects could implement feasible mitigation to reduce their similar impacts, air quality impacts would cumulatively and significantly contribute to the nonattainment designation in the South Coast Air Basin.

Combined, the significant and unavoidable emission impacts from other cumulative projects and the emissions resulting from operation of the Project would contribute to a cumulatively considerable air quality impact and would be significant and unavoidable.

6.5.3.3 AQMP Consistency

As stated in **Section 4.3**, the Development Project was determined to be inconsistent with the AQMP. A similar condition was identified for the larger cumulative projects in the project area (e.g., RSG, SLVN and BSP). Consistency with the applicable AQMP is based on two criteria: (1) whether a project is consistent with the SCAG growth forecasts, which is based, in part, on the planned land uses in general plans of cities located within the SCAG region; and (2) whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The Development Project[28] along with many of the projects on the cumulative project list entail a General Plan amendment and/or zone change and therefore are not consistent with SCAG's growth forecasts, and the impact is cumulatively considerable. The MSJC Entitlements would not result in a significant increase in the inventory of residential units or population growth in the City, and standing alone, would be consistent with SCAG forecasts and the first criterion identified in the SCAQMD's CEQA Handbook. Because the Project consists of the Development Project and the MSJC Entitlements, the Project as a whole is not consistent with SCAG forecasts and the first criterion under the AQMP. The Development Project also contributes to a cumulatively considerable impact under the second criterion because the regional operational-source emissions are anticipated to exceed the

24 RBF Consulting. 2011. *Draft Butterfield Specific Plan Subsequent Environmental Impact Report*. June 3.

25 Placeworks. 2016. *Rancho San Gorgonio Specific Plan Final Environmental Impact Report*. October.

26 Romo Planning Group. 2020. *Sun Lakes Village North Specific Plan, Amendment No. 5, Draft Environmental Impact Report SCH No. 202002907*. September 9.

27 T&B Planning, Inc. 2022. *Draft Environmental Impact Report, Beaumont Pointe Specific Plan, City of Beaumont, California*. December.

28 Because the MSJC Entitlements would not result in a significant increase in the inventory of residential units or population growth in the City and only changes the location of the development of the units, the MSJC Entitlements would be consistent with SCAG forecasts and the first criterion identified in the SCAQMD's CEQA Handbook, and the future development of residential units on the MSJC Site would not add to cumulative impacts under this criterion.

regional thresholds of significance for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions. The RSG, BSP, SLVN, and BPSP projects also each exceed regional emission thresholds and were determined to be inconsistent with the AQMP. For the MSJC Site, specific data are not yet available to determine consistency with the second criteria and this would be speculative. Relative to AQMP consistency, the exceedance of regional thresholds by the Project and cumulative projects results in a cumulatively considerable and significant impact.

6.5.3.4 Localized Emissions

The SCAQMD developed a methodology to assist lead agencies in analyzing localized air quality impacts from a proposed project as they relate to CO, NO_X, $PM_{2.5}$, and PM_{10}. As detailed in **Table 4.3.O**, construction emission concentrations during construction of the Development Project would not exceed the localized thresholds. Therefore, construction-related emissions would not result in a locally significant air quality impact. None of the criteria pollutant concentrations would exceed the localized significance thresholds at the nearest sensitive land uses to the east during operation of the Development Project (see **Table 4.3.P**); therefore, the proposed operational activity would not result in a localized significant air quality impact. As the emissions associated with the Project do not exceed localized significance thresholds, they would not contribute to a cumulatively significant localized impact.

6.5.4 Biological Resources

Cumulative impacts on biological resources evaluate whether impacts of the Project and cumulative projects, when taken as a whole, would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species or on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service; or have a substantial adverse effect on the environment through removal or filling of protected wetlands; interfere substantially with movement of native, resident, or migratory fish or migratory species or with native or migratory wildlife corridors, or impede use of native wildlife nursery sites; conflict with local policies or ordinances protecting biological resources, or conflict with adopted local, regional, or State habitat conservation plans. A cumulatively considerable effect would occur if the Project, in conjunction with the cumulative projects, resulted in a significant impact on candidate, sensitive, or special-status species or their habitats, protected wetlands/riparian resources, wildlife movement or nursery sites, or conflicted with local policies or adopted conservation plans/programs intended to protect protected species and habitats.

As discussed in **Section 4.4**, the Development Project would not significantly impact protected wetlands, wildlife movement, or wildlife nursery sites; therefore, implementation of the Development Project would not result in impacts that are cumulatively significant related to these issues.

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-15.**. 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-15**. 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-15. .**

Due to similar topographic, hydrologic, and vegetative conditions, the biological condition of the MSJC Site is expected to be generally similar to that identified for the Development Site (located west) and the RSG project (located south).[29] The specifics of potential biological resource impacts and level of required mitigation, if any, will not be known until required site surveys are conducted in connection with the specific plan to be developed for any future VHDR residential development of the site. **MSJC Site Mitigation Measures BIO-1 through BIO-5** identified in **Section 5.4.4.2** of this EIR satisfy the General Plan requirement, 1) to ensure that appropriate biological resource survey(s) of the MSJC Site occur, and 2) appropriate avoidance, mitigation, permitting and/or compliance measures have been incorporated into the design of any subsequent development that occurs on the MSJC Site prior to issuance of grading permits. Adherence to these measures would reduce biological resource impacts associated with development of the MSJC Site to a less than significant level.

The biological survey areas and the survey reports for the Development Site encompass the area planned for the eventual development of the electrical substation and water reservoir; therefore, the cumulative effect of those projects is accounted for in the impacts identified for the Development Site. Similar to the Development Project, the biological resource surveys and accompanying reports prepared for the SLB Extension[30] identified significant impacts to endangered, threated or sensitive wildlife species; riparian/riverine areas; and MSCHP consistency. As with the Development Project, mitigation measures have been identified to reduce the significance of these impacts to a less than significant level.

The cities of Banning and Beaumont and the County of Riverside are permittees to the MSHCP. The cumulative area for jurisdictional features and sediment transport is the Whitewater River watershed.

As with the Project, the cumulative projects may result in the modification of existing landforms, vegetation, habitats, and jurisdictional features, and may alter the volume and/or intensity of sediment transport. Depending on the location and design of each cumulative project and the avoidance measures implemented to avoid these impacts, impacts to sensitive biological resources, habitats, and jurisdictional waters will occur. While the Project and the cumulative projects may conserve a portion of their property by protecting areas within local drainages, development on these sites represents a cumulative loss of habitat. For each cumulative project it is anticipated the project-specific effects to jurisdictional features and sediment transport will be assessed during the project-specific permitting process and mitigation will be imposed consistent with the requirements of the MSHCPs. Similarly, the Project would be required to comply with respective permit requirements such that the impacts to jurisdictional features and sediment transport are reduced to a less than significant

[29] The primary vegetative cover on the Development Site is non-native grassland (see Table 4.4.1). On the RSG site "Nonnative grassland is the predominant vegetation community on the site, with smaller areas of Riversidean alluvial fan sage scrub, upland Riversidean sage scrub, developed/ruderal, and southern riparian scrub." (Placeworks. 2016. *Rancho San Gorgonio Final Environmental Impact Report, City of Banning*, Section 5.4. October.)

[30] Wood Environmental & Infrastructure Solutions, Inc. 2022. *Western Riverside County Multiple Habitat Conservation Plan Determination of Biologically Equivalent or Superior Preservation Report, Sun Lakes Boulevard Extension Project*. June.

level. The collective adherence of permit requirements will ensure the regional (watershed) cumulative impacts on jurisdictional features and sediment transport remain less than significant.

The City of Banning Municipal Code Chapter 15.72.050 details the purpose and procedures for adherence to applicable provisions of the MSHCP including habitat evaluation, implementation requirements for protection of riparian/riverine areas and narrow endemic species, conduct of required focused biological species, and compliance with MSHCP guidelines for urban/wildland interface. Chapter 15.72 requires the imposition of conditions or mitigation to ensure each project complies with the applicable biological resource protection polices detailed in the MSHCP. Additionally, as required under the MSCHP, each permittee has established a fee program to collect required MSHCP mitigation fees. Banning Municipal Code Chapter 15.72.060 identifies the requirements for payment of MSHCP fees. The fees collected are to be used to finance the acquisition and perpetual conservation of the natural ecosystems and certain improvements necessary to implement the goals and objectives of the MSHCP. The mitigation fee must be paid no later than at the issuance of a building permit. Currently, MSHCP fees (effective July 1, 2023) range from $781 per residential unit (greater than 14.1 units/acre) to $19,066/acre for commercial and industrial development.

Significant cumulative effects of the Project on MSHCP-covered plants and wildlife, wildlife movement, riparian/riverine areas, and habitat connectivity and covered species[31] are fully mitigated due to the City's status as a MSHCP permittee and the applicable provisions of the City's Municipal Code, which impose MSHCP compliance on discretionary projects that have or may be developed in the City.

6.5.5 Cultural Resources

Cumulative impacts on cultural resources evaluate whether impacts of the Project and cumulative projects, when taken as a whole, substantially diminish the number of historical or archaeological resources within the same or similar context or property type. The cultural resources survey areas and the survey reports for the Development Site encompass the area planned for the eventual development of the related public facility projects; therefore, for those projects, the cumulative effect is accounted for in the impacts identified for the Development Site.

A cultural resources assessment was conducted for the Development Site (see **Section 4.5**). **Mitigation Measures CUL-1 through CUL-6** have been identified to: (1) require the retention of a qualified archaeologist during all ground disturbance activities and pre-construction archaeological sensitivity training; (2) mandate development of an archaeological monitoring treatment plan; (3) establish a Native American monitoring agreement detailing the presence, extent, and authority of Native American monitoring during ground disturbance activities; (4) identify the notification process related to human burials; (5) establish a process for the treatment and disposition of archaeological or Native American cultural material (including human remains); and (6) ensure disclosure of all

[31] The criteria, sensitive, or special-status species known to occur on the Development Site have been addressed in **Section 4.4.6.1** of this EIR. A wide variety of bird species, including other criteria, sensitive, or special-status species, have potential to occur on the Development Site, particularly while passing through during migration. These species are all protected under the Migratory Bird Treaty Act as discussed in **Section 4.4.4.1** of this EIR. With compliance with the MBTA required of all development and through implementation of Mitigation Measures MM BIO-1 through MM BIO-10 below, impacts to other criteria, sensitive, or special-status species would be less than significant.

project-related cultural data to consulting Native American parties. Implementation of these measures would ensure that if any historic or archaeological resources are identified during excavation, these resources would be evaluated, documented, and studied in accordance with standard historic or archaeological practice, and these resources (including human remains) would be treated in accordance with appropriate State codes and regulations reducing any impacts to a less than significant level. Although there is no site plan for the MSJC Site development at this time, a cultural resource assessment overview was conducted for the MSJC Site. Future development on this site has the potential to affect previously undetected historic and/or archaeological material. Due to the programmatic nature of the MSJC Entitlements (see **Chapter 5.0**), project-level environmental review of subsequent development on the MSJC Site will be completed when a specific development project is proposed and, as appropriate, the cumulative effects analysis will be reviewed to determine if further evaluation is required. Depending on the outcome of the site-specific Cultural Resources Assessment and as required by the City (see **MSJC Site MM CUL-1),** some or all of mitigation measures **Mitigation Measures CUL-1 through CUL-6** identified in **Section 4.5.6.1** of this EIR may be appropriately applied to any future development of the MSJC Site. Per **Sections 4.5** and **5.4.5.2** of this EIR, with mitigation, the Project would result in a less than significant impact to historic and archaeological resources.

One historic-period archaeological resource, Site 33-013779 (CA-RIV-7544), and one built environment resource, 33-013778, are located within the limits of the SLB Extension.[32] Mitigation has been identified to address the inadvertent discovery of cultural resources during construction activity associate with the SLB Extension, reducing potential impacts to cultural resources to a less than significant level.

Based on the cultural resources assessment prepared for the RSG project,[33] 18 cultural resources were found on the RSG site. Of these, three were identified as potentially eligible for the California Register. CA-RIV-8990, -8991, and -9190. CA-RIV-8990 and -8991 consist of prehistoric milling slicks, and CA-RIV-9190 consists of prehistoric milling slicks, a historic quarry, and historic refuse scatter. The RSG EIR concluded that if grading and construction activities associated with the proposed project could avoid the three potentially eligible resources, impacts would be less than significant. Where avoidance was not feasible, the RSG EIR identified mitigation to address potential impacts to these resources. The RSG EIR further concluded the project-level mitigation would reduce potential impacts to cultural resources on the RSG to a less than significant level. The remaining 15 resources, consisting of water diversion features associated with historic ranching, refuse scatters, and remnants of historic-period house and associated features were determined not eligible for the California Register listing and impacts to these resources were determined to be less than significant.

Ground disturbance associated with the Project and cumulative projects could potentially affect previously unidentified archaeological sites and/or associated human remains. The City's General Plan EIR[34] states, "…All development or land use proposals, which have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and, if necessary,

32 Applied Earthworks, Inc. 2022. *Phase I Cultural Resource Assessment for the Sun Lakes Boulevard Realignment Project in the City of Banning, Riverside County, California*. May.

33 Placeworks. 2016. *Rancho San Gorgonio Final Environmental Impact Report, City of Banning*, Section 5.5. October.

34 City of Banning. 2005. *Environmental Impact Report for the* City of Banning Comprehensive General Plan *and Zoning Ordinance*, Section III(G)(3).

comprehensive Phase 1 studies and appropriate mitigation measures shall be incorporated into project approvals." As with the Project, the cumulative projects have, are, or will be required to complete project-specific cultural resource assessments required under the City's General Plan and similar to the Project, impacts on known or previously unknown cultural resources on adjacent sites would be required to be mitigated to less than significant levels with appropriate mitigation measures adopted as part of the respective approvals of those projects. Other development projects would be required to undergo discretionary review and be subject to the same resource protection requirements and CEQA process as the Development Project that would reduce those impacts to less than significant. Therefore, with implementation of appropriate project-specific mitigation, cumulative impacts to historic and archaeological resources would be rendered less than significant.

6.5.6 Energy

Cumulative impacts with respect to energy would occur if impacts of the Project and cumulative projects, taken as a whole, would result in wasteful, inefficient, or unnecessary consumption of energy resources or would conflict with/obstruct plan(s) for renewable energy or energy efficiency.

6.5.6.1 Construction

As with the Project, the largest energy use during construction of the cumulative projects would likely occur from the transport and use of construction equipment, delivery vehicles and haul trucks, construction worker vehicles, and use of on-site equipment that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode. While the volume of fuel used during construction of each cumulative project has not been quantified, it is reasonable to anticipate (as with the Project) that such fuel use would have a negligible effect on the amount or availability of fuel resources during cumulative development (see **Section 4.6.6.1**). Construction of the SLB Extension project is estimated to use approximately 251,270 gallons of diesel fuel and 8,985 gallons of gasoline. For comparison, the State of California consumed 14 billion gallons of gasoline and 3.5 billion gallons of diesel fuel in 2020, which is the most recent published data; therefore, the fuel usage during construction of the SLB Extension would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California.

While it would be speculative to precisely identify the fleet mix used by persons working on cumulative development sites, it must be noted that updated Corporate Average Fuel Economy (CAFE) regulations establish fuel efficiency standards for model years 2024 through 2026, requiring an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks in model year 2026. The updated standards require fuel efficiency increases of 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026. It is anticipated that these updated standards avoid the consumption of about 234 billion gallons of gasoline between model years 2030 to 2050.[35] As cumulative development occurs, construction vehicles would

[35] It should be further noted that approval of any one cumulative project does not ensure that development will occur. The timing and/or certainty of development is in part based on economic conditions, market demand, legal/regulatory, and/or community factors. For example: The RSG project (2016) anticipated building out of a Master Planned residential community over a 20-year period. Currently, no development has yet occurred on the RSG site. It is uncertain if the projects identified in Table 6.B will be developed at the time and in the manner outlined in their respective approvals.

collectively and appropriately adhere to the fuel efficiency standards enshrined in the CAFE regulations.[36]

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). However, as with the Project, the cumulative projects would be required to comply with the California Air Resources Board's (CARB) Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes, CARB's Truck and Bus Regulation, and federal fuel efficiency requirements, which would minimize fuel consumption, and other regulatory requirements designed to increase fuel efficiency. In addition, because petroleum use during construction would be temporary and relatively minimal in comparison to overall usage, it would not be wasteful or inefficient. Therefore, no cumulatively significant conflict or obstruction with an energy efficiency program would occur.

6.5.6.2 Operations

Street lighting along the SLB alignment would total 154 kWh per, which represents a negligible increase over current demand.[37] While development of the electrical substation and potable water reservoir would require limited use of energy during construction, the direct use of energy at these public facilities would be limited and not expected to appreciably increase overall demand for energy in the BEU service area.

As stated in **Sections 4.6** and **5.4.6.2**, future use of the Project Sites would incorporate the most current energy efficient/energy conserving designs; adhere to vehicle fuel efficiency requirements; and install the fixtures, features and facilities meeting the energy efficiency requirements in effect at the time of development. The California Energy Code is a building code for Building Energy Efficiency Standards for Residential and Nonresidential Buildings that imposes building standards to reduce energy consumption through efficient lighting and heating standards among other requirements. Increased building energy efficiency will reduce energy consumption on a per square foot basis. The 2022 Energy Code establishes specifications related to electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, requires solar roofs on multifamily residential units of 3 stories or less, and strengthens ventilation standards. Since January 1, 2023, projects that apply for building permits must comply with the 2022 Energy Code. Senate Bill 100 (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 renewable energy resources so that the total kilowatt hours of those products sold to their retail end-

[36] 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 travel in Riverside County in 2023. Compared to the total volume of vehicle fuel used in Riverside County, construction activities (individually and collectively) represent a fractional percentage of the total consumed. For example, diesel fuel used for construction of the Development Project (443,644 gallons) represents 0.0013 percent of diesel fuel used in Riverside County. The cumulative projects include a range of development, some requiring more, less, or similar construction activity as the Development Project. It is reasonable to conclude that even the concurrent construction of the cumulative projects would not require a meaningfully significant percentage of total diesel fuel used Countywide.

[37] Albert A. Webb Associates. 2022. Energy Tables for Sun Lakes Boulevard Extension. December.

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. Based on its mix of generation sources, BEU's current energy portfolio is currently 75 percent renewable. While changes in generation sources are expected to decrease the renewable portfolio to 70 percent in 2027, this satisfies RPS targets for 2030 mandated under SB 100 renewable or energy efficiency programs.

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 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.

6.5.6.3 Increased Energy Demand

The cumulative projects would result in an increased services demand in electricity and natural gas. As discussed in **Section 4.6,** the total annual electricity consumption in the BEU service area in 2022 was 151.5 gigawatt-hours (GWh). The BEU has included the energy usage by this Development Project as well as other large commercial and residential developments or industrial projects in its future planning, which has enabled it to enter into long-term contracts for the purchase of renewable sources of electricity as required by State law.[38] The Project, in combination with cumulative projects, is well within BEU's system-wide net increase in electricity supplies annually over the 2018 to 2030

[38] Long-term forecasts included in the City's 2015 Power Supply Integrated Resource Plan (IRP) recognize growth in electrical demand from the Rancho San Gorgonio project and the Butterfield – Pardee Home projects, which envision the development of 3,385 and 4,862 residential units, respectively. The anticipated growth in electrical demand in the IRP anticipated that up to 200 homes each year would be built from 2020 through the end of the project period (2034). It was also assumed there would be additional commercial development to support the increased population. The First Hathaway Industrial project (currently under environmental review) envisions development of 1.42 million square feet of industrial warehouse uses north of I-10. The development of this use is consistent with the existing land use designation ("Business Park") for that site established by the City; therefore, it is reasonably included in IRP forecasts of future demand.

period and, with construction of the electrical substation, there are sufficient planned electricity supplies in the region for estimated net increases in energy demands.

Similarly, additional natural gas infrastructure is not anticipated due to cumulative development. Total natural gas consumption in the Southern California Gas Company (SoCalGas) service area in 2022 was 5,026.5 million therms. Total natural gas consumption in SoCalGas's service area is forecast to remain steady between 2018 and 2035 for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy efficiency efforts.[39] It is anticipated that SoCalGas would be able to meet the natural gas demand of the related projects without additional facilities. In addition, both BEU and SoCalGas's demand forecasts include the growth contemplated by the Project and the related projects. BEU and SoCalGas plan to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

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 1.377 and 5.940 million gallons of gasoline and diesel fuel, respectively (approximately 0.2 percent of Countywide gasoline fuel usage and 1.8 percent of Countywide diesel fuel usage). While the size and nature of the cumulative projects varies, it is reasonable to conclude that each will require the use of vehicle fuels. The amount of fuel used will vary, but even collectively and due to the incremental percentage of fuel used, the operation of the cumulative projects regarding the amount of fuel required does not represent a meaningfully significant percentage of the total fuel used in Riverside County. As stated previously, the fuel standards established under the CAFE regulations require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. It is reasonable that use of vehicles adhering to updated CAFE standards and the increasing use of electric vehicles will exert a downward pressure on total vehicle fuel usage. The Development Project and, if developed, the VHDR on the MSJC Site, will increase energy use; however, it will be used efficiently and therefore would not result in a significant impact. 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. While development of the Project and other cumulative projects would increase the demand for vehicle fuels, electricity and natural gas over current use, it is anticipated that the fuel efficiency of vehicles and energy efficiency in buildings will increase over the lifetime of these projects. Further, compliance with the existing regulatory requirements would ensure that the Project and the cumulative projects do not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, the Project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of energy would not be cumulatively considerable; cumulative impacts to energy use would be less than significant, and no mitigation is required.

6.5.7 Geology and Soils

Typically, geology and soils impacts are specific to a particular site and there is little, if any, cumulative relationship between the development of a proposed project and development within a larger

[39] Ibid.

cumulative area; therefore, the geographic scope of the cumulative impact analysis for geology, soils, and seismicity includes the Development Site and the MSJC Site. The area included in the geologic assessment prepared for the Development Site encompasses the area planned for the eventual development of the related public facility projects; therefore, the cumulative effects associated with those projects are accounted for in the impacts identified for the Development Site.

Like the Development Site, construction activities associated with the MSJC Site and cumulative projects would include some level of earthmoving, trenching, and/or temporary stockpiling, which could contribute to cumulative soil erosion effects. A standard development requirement is compliance with relevant federal, State, and local laws, which require preparation of Storm Water Pollution Prevention Plans (SWPPPs) to identify, evaluate, and minimize erosion and sedimentation from construction sites. The SWPPPs generally identify the project-specific Best Management Practices (BMPs) and erosion control features that would be implemented to prevent soil erosion that may result from construction activities. For the Development Project, **RCM WQ-1** requires preparation of a SWPPP, and construction BMPs detailed in the SWPPP would be implemented during construction. Additionally, as specified in **RCM WQ-2**, an Erosion and Sediment Control Plan would be prepared and submitted to the City's Public Works Department prior to issuance of any grading permit in compliance with the City's Municipal Code. Regulatory compliance would be required for the MSJC Site and all other related projects as well.

The project-specific geotechnical investigation prepared for the SLB Extension[40] did not identify significant geotechnical or soil-related issues. While seismic events may affect a broad region, implementation of the Development Project would not increase the intensity, frequency, or duration of seismic events or the properties of off-site geology or soils. The CBC (adopted by reference in Chapter 15.08 [Construction Codes] of the City's Municipal Code) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. **RCM GEO-1** requires all structures to be designed in accordance with the seismic parameters presented in the Geotechnical Assessment prepared for this Development Project. **RCM GEO-2** further requires that the recommendations detailed in the Geotechnical Assessment are appropriately incorporated/ implemented during design, grading, and construction activities on the Development Sites. Adherence to applicable sections of the most current CBC and the site-specific recommendations identified in the Geotechnical Investigation would effectively minimize the potential effects of liquefaction, ground shaking, landslides, and other seismically induced hazards. **MSJC Site RCM GEO-1** similarly requires the preparation of a site-specific geotechnical assessment and adherence to the recommendations related to design, grading, construction, and/or development on the MSJC Site. It is reasonable to expect similar measures would be implemented on cumulative projects; therefore, the Project's contribution to cumulative geology and soils impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Sediments mapped as Quaternary older and younger alluvial fan sediments in western Riverside County are assigned a High (High A or High B) paleontological sensitivity based on the well documented record of yielding important Ice Age fossils, such as large terrestrial vertebrates (e.g., bison, mammoth, mastodon, horse, camel, giant ground sloth, short-faced bear, saber-toothed cat,

[40] GeoCon West, Inc. 2019. Preliminary Geotechnical Pavement Investigation Sun Lakes Boulevard Realignment South Highland Home Road to Sunset Avenue, Banning, California. October 14.

and others).[41] Combined with other past, present, and reasonably foreseeable projects in the City of Banning, the Project could contribute to a cumulatively significant impact due to the overall loss of paleontological remains unique to the region. As detailed in **Sections 4.7** and **5.4.7.2** of this EIR, the Development Project and MSJC Entitlements each identify mitigation to reduce the level of impact to paleontological resources at each of these sites to a less than significant level. The SLB Extension and RSG Project require similar mitigation to reduce the project-level paleontological resource impacts on those sites to a less significant level.

Each development proposal is received by the City it would be required to undergo environmental review pursuant to CEQA. The potential for significant impacts to paleontological resources or unique geologic features would be identified in a project-level investigation to determine the nature and extent of the impacts and/or resources and to identify appropriate mitigation measures. Similar to **Mitigation Measure GEO-1**, implementation of other project-level mitigation would ensure that the development of cumulative projects in the City would not result in significant cumulative impacts to unique paleontological resources or unique geologic features.

6.5.8 Greenhouse Gas Emissions

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. As identified in **Section 4.8**, at buildout, the Development Project's unmitigated emissions with incorporation of the PDFs would be approximately 48,788 metric tons of carbon dioxide (CO_2) equivalents (MT CO_2e) annually from both construction and operations.[42] GHG emissions from development of the MSJC Site cannot be determined until a project is proposed, and 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 **Mitigation Measures AIR-2** and **GHG-1 through GHG-6,** which would reduce emissions to 38,726.25 MT CO_2e per year at Project buildout,[43] 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 and **Mitigation Measures AIR-2, GHG-1, GHG-2, GHG-4, GHG-5,** and **GHG-6 t**o reduce GHG emissions. Furthermore, as demonstrated in **Tables 4.8.L through 4.8.O** of this EIR, the Development

41 Jefferson, G.T. 2009. [A] Catalogue of late Quaternary vertebrates from California. Unpublished manuscript, 1991, revised 11 March 2009; Natural History Museum of Los Angeles County.

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

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

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, 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[44] 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.

6.5.9 Hazards and Hazardous Materials

6.5.9.1 Hazardous Materials

Cumulative impacts with respect to hazards and hazardous materials would occur when the Project and cumulative projects, taken as a whole, would result in accidental spills or inadvertent releases of hazardous substances, create an increased wildfire impact, emit hazardous substances within 0.25 mile of a school, or create a public safety hazard relative to airport safety.

Construction Impacts. As established in **Section 4.9,** the Phase I Environmental Site Assessment prepared for the Development Site identified several listings for off-site adjacent or nearby properties on databases potentially indicative of a contamination concern. However, none of these listings are considered as a "recognized environmental condition." **RCM HAZ-1** requires the preparation of a Hazardous Materials Business Plan that includes (at a minimum) an inventory of hazardous materials used and stored on site, a site map, an emergency plan, and a training program for employees. Compliance with all applicable regulations presented in **Section 4.9.4** would reduce potential impacts from the transport, use, storage, and disposal of hazardous materials to a less than significant level. The MSJC Site was evaluated via regional and State hazardous materials databases (see **Section 5.4.9.1).** Based on this review, there are no known conditions on the MSJC Site that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume) on the MSJC Site. At the time of development, **MSJC Mitigation Measures HAZ-1** and **HAZ-2** require the preparation of a site-specific Phase I Environmental Site Assessment and submittal of evidence that any required site-specific compliance measures identified have been appropriately implemented and/or incorporated into MSJC Site design. No significant hazardous material related to construction of the SLB Extension has been identified in the project-specific investigation prepared for that roadway improvement effort.

The area included in the hazard materials assessment prepared for the Development Site encompasses the area planned for the eventual development of the electrical substation and water reservoir; therefore, it is reasonable the cumulative effect is accounted for in the impacts identified

[44] 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).

for the Development Site.[45] Once constructed, these public facilities are not expected to require on-site staff. Maintenance and/or inspection staff would visit these facilities on an as-needed basis. While these activities may require the incremental use of hazardous substances, it is anticipated any such use would comply with accepted use, storage, and disposal requirements.

The geographic scope of impacts associated with hazardous materials generated or released on the any site generally encompasses that site and areas immediately adjacent to or within a 0.25-mile radius.[46] Construction and operation/occupation within the Project Sites, and at the cumulative projects would increase the regional transport, use, and disposal of hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). These materials are commonly used during construction operation of various land uses. It is reasonable to anticipate that applicable State and federal regulations for the proper transport, use, storage, and disposal of hazardous materials and hazardous would be followed by the owners, tenants, occupants, and/or employees at the cumulative project site. Additionally, **RCMs WQ-1, WQ-2,** and **WQ-3** require compliance with the waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. While the cumulative projects listed in **Table 6.B** also have the potential to generate or increase the risk of impacts related to hazardous materials, these uses include residential, industrial, and commercial development, and like the Development Project, any such impacts would be confined to the limits of their respective sites.

Operational Impacts. Because the MSJC Site is proposed to be developed with residential uses, the limited use of household hazardous materials would occur subsequent to any subsequent development of the site. Similar to the Development Project, cumulative projects, including the RSG, SLVN, and BSP projects either identified impacts related to hazardous materials as less than significant through implementation of standard hazardous materials transport, use, storage, and disposal regulations and/or the incorporation of project-specific mitigation. The applicants of future projects would be required to comply with regulating agencies as well as the County to implement the applicable and appropriate measures to reduce the risk associated with the use and transport, storage, and disposal of hazardous materials. Therefore, no cumulatively significant hazardous materials impacts would occur.

Schools.While the Project Sites are located adjacent to the MSJC campus, as stated in Section 4.9, compliance with RCM HAZ-1 and adherence to applicable regulations related to the transport, storage, use, and/or disposal of hazardous substances would ensure Project impacts remain less than significant. Schools within 0.25 mile of cumulative projects include Banning High School (BA7, RSG SP), Hoeffner Elementary School (BA10, Robertson's Ready Mix), and Hemmering Elementary School (BA6, Banning 98). It should be noted that the RSG (BA11) and BSP (BA1) projects themselves include the construction of schools within their respective Specific Plans. Similar to the Project, activity on the cumulative project sites would be required to adhere to the applicable local, State, and federal regulations governing the transport, storage, use, and disposal of hazardous substances. As with the

45 The proposed electrical substation would be substantially similar to the Ivy Substation Project, the impacts of which were assessed in *Initial Study/Mitigated Negative Declaration for City of Banning Electric Utility Ivy Substation Project*, (Albert A. Webb Associates, June 2020.) No significant hazardous material impact was identified with the Ivy Substation project; therefore, it is reasonable to expect a similar level of impact would result from the eventual development of the proposed electrical substation.

46 As established under Checklist Question IX.c, Appendix G, Guidelines.

Project, it is reasonable that adherence to these regulations would reduce impacts associated with cumulative project development; therefore, individually or collectively, cumulative impacts would not be significant.

Airport Influence Areas. The Project Sites are located outside the influence area of Banning Municipal Airport and as a result would not have a cumulatively considerable impact on development within influence zones established for the airport. Future development[47] in the City and unincorporated Riverside County within the influence area would be required to submit an application to the Riverside County Airport Land Use Commission (ALUC) for determination of consistency with the Airport Land Use Compatibility Plan. As required by the separate review by the ALUC, potential airport compatibility issues related to these projects may be identified and design/operational restrictions, mitigation, or other conditions may be required to address the airport compatibility issues of each cumulative project. It is reasonable the conditions and/or mitigation identified by the ALUC would be fully implemented (as required) into each project, rendering the project-specific and cumulative airport compatibility impacts to a less than significant level.

Fire. While the Development Site is located in a wildland-urban interface (WUI) setting, it is not located in an area statutorily designated as a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) or Riverside County. The Northern and Southern Portions of the Development Site are accurately designated as Local Responsibility Area (LRA) Non-Very High Fire Hazard Severity Zone (VHFHSZ) and State Responsibility Area (SRA) Non-Fire Hazard Severity Zone (FHSZ), respectively. The MSJC Site is located within an LRA non-VHFHSZ. Both the Development and MSJC Sites are located within the Wildland Urban Interface (WUI) influence zone. The occupation of the proposed commercial, industrial (and in the case of the MSJC Site, residential) uses would increase the number and concentration of person within a Wildland Urban Interface zone. A number of cumulative projects in the cities of Beaumont (e.g., Fairway Canyon, Beaumont Pointe, Heartland) and Banning (e.g., RSG) are located within or adjacent to fire hazard severity zones (very high, high, and moderate) designated by the California Department of Forestry and Fire Protection (CAL FIRE).[48] Development in these areas could increase the risk of property loss or injury from wildfire hazards. All projects approved and developed within fire hazard severity zones would be required to comply with applicable provisions of the California Fire Code, including provisions related to development within zones and the wildland-urban interfaces. Additionally, adherence to appropriate provisions of the CBC and City requirements related to the type, method, and manner of construction and the establishment and maintenance of fuel management zones would reduce the site-specific wildfire impacts of each cumulative project. As noted in **Sections 4.9, 4.20**, and **5.4.20.2** of this EIR, the Development Project would provide a fire protection plan (and per **MSJC Site Mitigation Measure HAZ-3**, the MSJC Site would be required to develop a fire protection plan when development is proposed) that identifies the features/procedures to further offset potential wildland fire impacts. The related SLB Extension would improve circulation within and around the Development Site by improving the road surface and providing additional lanes of traffic that could be used to evacuate in an emergency and allow emergency personnel additional

47 Three cumulative projects are located within the influence area of Banning Municipal Airport. Hathaway Industrial (BA7) and Robertson's Ready Mix (BA10) are located within Zone D, the Primary Traffic Pattern and Runway Buffer Area, while eastern portions of the RSG SP (BA8) are located within Zone E (Other Airport Environs).

48 California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fire Hazard Severity Zones in State Responsibility Area. November 21. Website https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cf1d2b9947bea1d4269997e86553 (accessed March 8, 2023).

access to the Development Site and adjacent residential communities faster than using the roadways currently available.

Upon compliance with existing regulations, including the applicable provisions of any project-specific fire protection plan, the cumulative impacts with respect to hazards would be less than significant.

6.5.10 Hydrology and Water Quality

Cumulative development in the Whitewater River Watershed is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the area. The area's watercourses have been either channelized or left in natural conditions, and drainage systems have been put into place to respond to the past urbanization that has occurred in this area. Without mitigation, the Project and related public facilities projects would increase impermeable surfaces and increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching the City's storm drain system, the Coachella Valley Storm Channel, and Whitewater River Watershed, thereby resulting in cumulative impacts to hydrology and surface water quality. While no significant impacts associated with the Development Project were identified in **Section 4.10** of this EIR, **RCMs WQ-1 through WQ-3** identify construction general permit (CGP) requirements, City erosion control requirements (per Ordinance No. 1388), and water quality management plan(s) satisfying Whitewater River Watershed MS4 Permit requirements. While detailed hydrologic analysis of the MSJC Site has not been completed, MSJC Site **RCMs WQ-1 through WQ-3** identified in **Section 5.4.10.2** of this EIR mirror those required for the Development Site.

The proposed public facilities are located within the area studied in the Development Project-specific hydrologic report and water quality management plan. Due to the limited extent of these proposed public facilities, no appreciable decrease in impermeable surface area would or change of drainage pattern would occur; therefore, the cumulative effect is accounted for in the impacts identified for the Development Site. At the time these facilities are constructed, the City would review facility design to ensure the appropriate management of storm runoff that may occur during the construction and operation of the facilities.

Violation of water quality standards or waste discharge requirements from cumulative development could also result in increased urban pollutants in storm water runoff from development sites that would degrade surface or ground water quality. However, as with the Project, each cumulative project must comply with existing water quality standards and waste discharge requirements, including Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) requirements. The Whitewater River Watershed MS4 Permit requires that a Final WQMP be prepared for new development within its jurisdiction (specifically the City of Banning). The Final WQMP would specify the Site Design, Source Control, Low-Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. and would implement construction and operational BMPs to reduce pollutants of concern in storm water runoff. These would include preparation and approval of a SWPPP, erosion and sediment control plans (for construction), and a Water Quality Management Plan (WQMP) (for operation) for each project to minimize water quality impacts.

The City is located in the Whitewater River Watershed that spans 1,500 square miles in Riverside and San Bernardino counties, including the Coachella Valley and portions of several surrounding mountain

ranges. The Whitewater River is the major stream in the watershed and extends 54 miles from the San Bernardino Mountains to the Salton Sea. The SLB Extension crosses Highland Wash, Smith Creek, and Pershing Creek. These crossings have been sized and will be ultimately designed to mimic downstream flow conditions and to not exacerbate the existing hydrologic and sediment transport condition similar to RCM WQ-4 which requires preparation of a hydrology and hydraulic analysis consistent with local and regional flood control and water quality requirements. As deemed appropriate by the City, similar studies would be required for cumulative projects. It is reasonable that cumulative development would occur pursuant to the siting, design, and maintenance measures detailed in these project-specific reports such that the drainage impacts from each site do not exceed existing conditions or result in hydromodification or soil sedimentation impacts. These studies would be reviewed by the City's Public Works Department (or as appropriate the Riverside County Public Works Department for projects within the County) on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available and that sediment transport conditions are not significantly impacted.

Each project must consider impacts to impaired receiving waters and Total Maximum Daily Loads (TMDLs) for receiving waters. The TMDL program is designed to identify all constituents that adversely affect the beneficial uses of water bodies and then identify appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses in the Basin Plan. Thus, by complying with TMDL requirements, a project's cumulative impacts to overall water quality in the Whitewater River Watershed are taken into account. Regional programs and BMPs, such as TMDL programs and the MS4 Permit Program, have been designed under an assumption that the Whitewater River Watershed would continue its pattern of urbanization. The regional control measures contemplate the cumulative effects of proposed development. Compliance with these regional programs and permits constitutes compliance with programs intended to address cumulative water quality impacts.

Portions of the Whitewater River watershed are within 100-year flood zones. No development on the Development Sites would occur in identified 100-year flood zones. For the cumulative projects that include residential development, those projects will be required to provide evidence their residential improvements are maintained at least one foot above 100-year-flood elevations in accordance with National Flood Insurance Program requirements. City of Banning Ordinance No. 1415 Stormwater Code requires compliance with all applicable local, state, and federal regulations and BMPs related to stormwater runoff and catchment basins, and that projects be subject to regular inspection to ensure compliance. Section 13.24.110 of the City of Banning Municipal Code requires that any construction in the City comply with the Stormwater Management Provisions as codified in Chapter 13.24 and the Uniform Building Code, as well as the City of Banning Ordinance 1388.[49]

The City is located within San Gorgonio Pass Subbasin of the Coachella Valley Groundwater Basin, which the California Department of Water Resources designates as a medium priority basin. In 2022, the San Gorgonio Pass Subbasin adopted a Groundwater Sustainability Plan, which identifies projects

[49] The City is approximately 55 miles northeast of the Pacific Ocean, as such it is not located in a tsunami hazard zone. Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor that are triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tidal influence. The cumulative projects are not adjacent to or near any large, enclosed closed bodies of water. There would be no significantly cumulative tsunami or seiche hazard.

and management actions to conserve water, capture stormwater, and recharge imported water into the Subbasin. Similar to the Project, the cumulative projects would each be required to impose mitigation necessary to ensure that the projects do not substantially interfere with groundwater recharge that may impede implementation of the Groundwater Sustainability Plan for the San Gorgonio Pass Subbasin.

The cumulative projects would increase impervious surface area, which may alter the amount or duration of local or regional runoff. It is reasonable that as cumulative development occurs, site-specific design (through on-site retention and/or detention of stormwater runoff) and project mitigation will ensure post-development flows do not result in on-site or off-site substantial erosion or siltation, substantially increase surface runoff that would result in on-site or off-site flooding, contribute runoff which would exceed existing or planned capacity of stormwater drainage systems or substantially add to polluted runoff, or impede or redirect flood flows. Similar to the Project, the cumulative projects would each be required to control or otherwise limit runoff in accordance with the applicable City regulation and the Whitewater River Watershed MS4 Permit. The implementation of these requirements on a project-level would ensure no significant cumulative drainage or flooding impacts would occur.

Flows within alluvial channels typically carry sediment, with concentrations that tend to increase with flow rate. The ability of flow to move sediment as it passes downstream is termed its sediment transport capacity. Hydraulic properties, particularly flow velocity, and bed material properties, such as median grain size, determine the sediment transport capacity of a given river reach. The capacity of a flow to transport particles of a given diameter is exponentially related to the flow velocity (above a given incipient or threshold velocity). In channels with similar bed material composition, higher velocities result in increased sediment transport capability. The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Plan Area lies downstream of the Development Site. The CVMSHCP was designed, in part, to conserve species which depend specifically on the preservation of their respective sand dune or sand sheet habitats in CVMSHCP Conservation Area(s). As stated in **Section 4.10** of this EIR, while the city is not located within the boundaries of the CVMSHCP or a party to its requirements, much of the sand for the sand dune and sand sheet habitats in the CVMSHCP is supplied by ephemeral streams flowing out of the San Bernardino Mountains through the city and then onward to the San Gorgonio River. Strong winds in the San Gorgonio Pass pick up sand deposited along Smith Creek and the San Gorgonio River during the winter and transport it into the CVMSHCP Conservation Areas located downwind. Features within upstream drainage areas, such as detention basins, and changes in stream flow related to flood control features have the potential to diminish the amount of sediment transported downstream which is then available for aeolian transport. Cumulative development, such as the RSG, BSP, and SLB Extension projects, have or are currently addressing this issue in their respective environmental clearance and/or permitting actions. Project-level adherence to appropriate measures identified during these processes, similar to **Mitigation Measures HYD-1** and **HYD-2**, will ensure the maintenance of appropriate sediment transport to support deposition in downstream/downwind conservation areas.

As development within the City must include project-level provisions related to the management of storm water, maintenance of surface or groundwater water quality, preservation of groundwater, drainage patterns, flood control, consistency with plans drafted for the management of water

resources, and Agency requirements related to the appropriate maintenance of sediment transport, the impacts related to these issues would not be cumulatively significant.

6.5.11 Land Use and Planning

A cumulatively considerable impact would occur if a project, when considered with other cumulative projects, would cause an environmental impact due to conflict with an established land use policy or program adopted to avoid or mitigate an environmental effect or results in a physical division of an established community. As detailed in **Sections 4.11 and 5.4.11.2**, the Development Project and MSJC Entitlements would have no impact or a less than significant land use/planning impact and no regulatory compliance measures or mitigation measures are required.

Construction and operation of the Project would increase the urban development footprint and improve roadway connections within the City and would not physically divide an established community and therefore would not contribute to cumulative land use impacts with respect to division of an existing community. In addition, the Project Sites are outside of and do not conflict with the Banning Airport Master Plan and therefore would not contribute to cumulative land use impacts with respect to airport uses.

With respect to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, California Government Code §65450 grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. Banning Municipal Code Chapter 15.48.050 identifies the typical situations when preparation of a Specific Plan is desirable, warranted, or appropriate. The Sunset Crossroads Specific Plan has been prepared under the provisions of Government Code §65450 through §65454, which establish the authority to adopt a Specific Plan, identify the required content of a Specific Plan, and mandate consistency with the General Plan. In addition to standard requirements established by statute, the City may require the inclusion of other material it deems deemed necessary or desirable to implement the General Plan, such as architectural or landscaped design guidelines. Chapter 17.96 Specific Plans of the Banning Code of Ordinances establishes uniform procedures for the adoption and implementation of Specific Plans.

The Sunset Crossroads Specific Plan has been prepared to provide the essential link to the policies of the City of Banning General Plan. By functioning as a regulatory document, the Sunset Crossroads Specific Plan provides a means of implementing and detailing the City's General Plan and tailoring its policies to the Development Site. The Sunset Crossroads Specific Plan has been prepared to address site-specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision for infrastructure improvements, and ensures the Development Project meets or exceeds City standards for environmental protection, infrastructure, and aesthetic quality.[50]

Future development within the City would result in changes to the existing land use environment through the conversion of vacant land to developed uses, or through conversions of existing land uses (e.g., from residential to commercial). As Specific Plans are tailored to implement the General Plan

[50] T&B Planning, Inc. 2022. *Draft Sunset Crossroads Specific Plan No. 20-20000002*. August.

and establish policies and guidelines to address site-specific issues and community-wide concerns, cumulative development pursuant to these large Specific Plans would not conflict with the General Plan and Zoning Code. Other cumulative development would also be reviewed for consistency with adopted land use plans and policies by the City, in accordance with the requirements of CEQA and planning requirements. Development of future projects proposing changes in land use would require project-specific consistency analysis to ensure such a change would not conflict with the General Plan or City Code.

The City has initiated the General Plan Amendment (GPA) and Zoning Change (ZC) of the MSJC Site to avoid a net loss of residential capacity resulting from implementation of the Development Project. The proposed MSJC Entitlements will change the current general plan and zoning designation of the MSJC site from Public Facilities to Very High Density Residential, allowing a maximum capacity of not less than 1,146 residential units (and a maximum of 1,181 units). The MSJC Entitlements ensure no net loss of residential capacity in the City and provide alternative housing opportunities for a broader segment of the community. A companion action to the MSJC Entitlements is the establishment of a Specific Plan Overlay for the MSJC Site. Future development of the MSJC Site with a specific plan would include a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. As such, subsequent development on the MSJC Site would be required to conform to the standards and guidelines in any specific plan developed for the site; therefore, no significant inconsistency with this policy would result from implementation of the MSJC Entitlements or subsequent residential development on the MSJC Site. The sites for the proposed public facilities are located within the Development Site (or for the Sunset Avenue Bridge, adjacent to), permitted uses per the Specific Plan, and planned to support the utility service needs of the City; therefore, the eventual development of these public facilities by the City at some future point in time would not generate a land use conflict. The SLB Extension entails the construction of this roadway as an Arterial Highway between Highland Home Road and Sunset Avenue, in conformance with the City's Circulation Element. As the SLB Extension is implementing a portion of the City's Circulation Element, it will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative development projects would also be required to comply with the goals and policies outlined in the applicable City plans and regional plans detailed in this EIR. The proposed SLB Extension, located within the Development Site boundary, is a separate City project and not a part of the Development Project, but it is considered a related project. It would comply with all applicable regulations and would not result in any cumulative impacts from its implementation in addition to the Development Project. Similarly, the proposed other related public facilities on the Development Site would be developed by the City and is not a part of the Project. The Development Site accommodates space for these future facilities and would not result in any cumulatively significant impacts to surrounding land uses either existing at the adjacent communities or planned with the Development Project.

Construction and operation of the Project pursuant to specific plans, combined with cumulative development in accordance with the City of Banning's General Plan or the controlling Specific Plan, would not result in significant land use and planning impacts and would comply with State law requirements related to no net loss of residential units. The Project would be consistent with applicable plans, goals, policies, and regulations of the City of Banning's General Plan and zoning

regulations, and the SCAG RTP/SCS. Therefore, the cumulative impact of the proposed Project with respect to future development would not be cumulatively considerable and would not result in significant land use impact and is, therefore, less than significant.

6.5.12 Mineral Resources

As stated in **Sections 4.13 and 5.4.13.2** of this EIR, neither the Development Project nor future development on the MSJC Site would result in a significant impact related to the loss of or reduction in availability of known mineral resources that are locally important as delineated in a local land use plan or would be of value to the region.

As identified in the Energy and Mineral Resource Element of the General Plan (Figure IV-8), Mineral Resource Zone (MRZ)-3 is the predominant designation throughout most of the City including the Development Site and the MSJC Site. The MRZ-3 designation indicates an area that contains known or inferred mineral occurrences of unknown significance. The proposed sites for the public facility project, as well as the alignment of the SLB Extension, are located within Mineral Resource Zone 3; therefore, any development of these public facilities would be expected to have a similar less than significant mineral resource impact. As stated in **Section 4.12.3** of this EIR, the Banning Quarry, operated by Robertson's Ready Mix, is the only aggregate producer in the City of Banning. The Banning Quarry is mined for rock, sand, and base materials used for concrete and construction. The quarry is located in the MRZ-2 zone in the eastern portion of the City, approximately 3.28 miles northeast of the Development Site.

Of the cumulative projects, only the Hathaway Industrial project (BA7) is located in an MRZ-2 zone (an area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists). The State Mining and Geology Board maps the Hathaway Industrial project site as Sector G-1, which indicates that the site contains regionally significant Portland-cement concrete (PCC) grade aggregate resources;[51] however, there are no records that indicate the project site was previously used as a mineral resource recovery site or as a site occupied by mines. Within Sector G-1, approximately 470.6 acres remain open for mineral extraction including the Banning Quarry. Over 22,200 acres of land with identified PCC grade aggregate resources remain in the San Bernardino Production-Consumption Region overall. The Hathaway Industrial project site has previously been mass graded. No records exist indicating the site has previously been used as a mineral resource recovery site. No mineral extraction activity currently occurs on site. While the Hathaway Project would preclude any future mineral extraction on the site, the loss of the site represents 0.43 percent of the total remaining areas designated for PCC grade aggregate in the San Bernardino Production-Consumption Region. Development of the cumulative projects would not conflict with or interfere with extractive operations at the Banning Quarry. Implementation of the Project would not cumulatively contribute to a significant loss of known mineral resources or the development of a site that has been delineated as a locally important mineral resource recovery area by the City. As such, implementation of the Project would not have a cumulatively considerable effect on mineral resources.

[51] California Geological Survey. n.d. *2008 Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California.* Website: https://filerequest.conservation.ca.gov/?q=SR_206 (accessed August,23, 2023).

6.5.13 Noise

Due to the attenuating characteristics of noise, cumulative noise and vibration impacts are evaluated on the Project Sites and immediately adjacent areas. The only adjacent cumulative projects to the Development Site and MSJC Site are the RSG site, located immediately to the east of the Development Site and south of the MSJC Site, and the SLB Extension, potable water reservoir, reverse osmosis facility, and electrical substation proposed to be constructed and operated by the City within the boundaries of the Development Site. Other cumulative projects would generally not result in cumulative noise impacts on sensitive receptors near the Project Sites due to their scattered locations and distance from the Development Project. The primary noise sources in the Project area are transportation facilities/traffic. In order for a cumulative impact to be considered significant, the Project traffic would need to create a noise level increase of 3 dB(A) or greater in the area adjacent to the roadway segments. In addition, the resulting noise level would need to exceed the City's 65 dB(A) CNEL exterior noise standard.

6.5.13.1 Construction Noise

It is expected that construction of the related public facilities projects would generate noise no greater than that identified with the Development Site.[52] Banning Municipal Code Chapter 8.44.085 states that sound emanating from capital improvement projects of a governmental agency, or the maintenance and repair of public properties by a governmental agency are exempt from City noise standards; therefore, construction of these public facilities would not contribute to a cumulative considerably noise impact.

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 Development 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 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 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.[53] 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

52 It is expected that the SLB Extension would occur concurrent with the Development Project. The construction of the electrical substation and water reservoir would occur at a future point in time as determined by the City.

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

to reduce construction noise levels at nearby receptors, construction noise in the project area would not be cumulatively considerable.

6.5.13.2 On-Site Operational Noise

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 a significant noise impact at several residential uses south of Bobcat Road results from operation of proposed industrial uses, 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[54] 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 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.

Noise-producing components at the electrical substation would be limited to the transformers. The electrical substation site is located approximately 700 feet northwest of the nearest residential use. Transformers at the electrical substation would produce a combined maximum noise level of approximately 37 dBA L_{eq} at 45 feet.[55] Assuming standard distance attenuation, noise from the substation would be approximately 19 dBA L_{eq}[56] at the nearest residential uses, which is below the nighttime (most restrictive) allowable level of 45 dBA L_{eq} at residential property lines. Other operational noise related to the electrical substation and potable water reservoir would likely result only from periodic inspection/maintenance activities. Noise from these activities at public facilities are not anticipated to exceed established thresholds and would, additionally, be exempt from City noise control requirements and therefore would not be significant.

6.5.13.3 Off-Site Operational Noise Impacts

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**. 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

54 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.

55 Based on development of a similar facility. See: *Initial Study/Mitigated Negative Declaration for City of Banning Electric Utility Ivy Substation Project*, Albert A. Webb Associates, June 2020.

56 Assumes a 6 dBA reduction with each doubling of distance from the noise source.

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. 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.[58] 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.

6.5.14 Population and Housing

A cumulatively considerable effect on population would occur if the Project, combined with cumulative development, would directly or indirectly induce substantial unplanned growth or displace substantial numbers of persons or housing necessitating the construction of replacement housing elsewhere.

Implementation of the Project would not result in significant impacts related to population and housing; the MSJC Entitlements could result in development of up to 1,181 units of housing on the MSJC Site, but that is transferring residential capacity from the Development Site resulting in no net change in housing capacity in the City. Other cumulative projects, including the RSG SP and Butterfield Specific Plan, propose a variety of planned residential uses that have or will contribute to population increases in the City but accommodate planned growth. In July 2022, the City of Banning had an

57 As stated in **Section 4.13** of this EIR, the 2045 noise levels take into consideration the existing 5–7.5-foot-high private property wall along Sunset Avenue. Noise levels with the attenuation provided by this wall still range from 66.6 to 69.46 dBA CNEL, which exceed the City's noise standard of 65 dBA CNEL. As no wall currently exists along the MSJC campus uses, traffic noise under the 2045 (with Project) condition would be 66.7 dBA CNEL, which exceeds the City's 65 dBA CNEL standard.

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

estimated population of 30,683. By 2045, the City's population is expected to increase to 41,500 residents.[59] Within the City, the cumulative projects anticipate development of up to 8,596 residential dwellings. Whether all of these units are ultimately constructed and/or occupied is dependent on future economic conditions and market demand. The cumulative projects represent 165 percent of the number of households forecast in the SCAG RTP/SCS Connect SoCal for 2045.[60] It should be noted the buildout plans for the BSP and RSG projects anticipated buildout plans that extend beyond the forecast period and therefore are not inconsistent with SCAG projections, and constitute planned growth within the City.

The sites for the proposed electrical substation, reverse osmosis facility, potable water reservoir, and Sunset Avenue Bridge are planned to support the utility service and transportation needs of the City. The infrastructure that would be constructed in connection with the Development Project is either already planned for by the City or needed for planned growth as described in the City's General Plan, IMP, CIP, and/or other City plans. The eventual development of these public facilities at some future point in time would not result in an unplanned indirect increase in population in the City. The SLB Extension entails the construction of this roadway as an Arterial Highway between Highland Home Road and Sunset Avenue, in conformance with the City's Circulation Element, and constitutes a planned infrastructure improvement. As the SLB Extension is implementing a portion of the City's Circulation Element, it also would not indirectly induce population growth not previously considered by the City.

The Regional Housing Needs Allocation (RHNA) reflects the California Department of Housing and Community Development's (HCD) determination of the projected housing needs in a region by household income level as a percent of the Area Median Income (AMI). The SCAG was tasked with allocating the RHNA among the jurisdictions in the SCAG region, which includes the City of Banning.[61]

Banning's RHNA for the current planning period which runs until 2029 is 1,673 units, which includes:

- 510 very low- and low-income housing units
- 280 moderate-income housing units
- 883 above moderate-income housing units

The City is able to meet the majority (1,316 units) current cycle RHNA with existing Land Use/Zoning classifications and projects that were either pending or approved (pipeline) projects at the time the Housing Element was updated, and on vacant or nonvacant (underutilized) sites. The remaining 357 units have been accommodated by the City's rezoning of nonvacant or vacant sites. These actions accommodate a total of 2,691 units, which provides sufficient capacity to meet the City's 2021–2029 RHNA allocation.[62]

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59 The BSP has a 30-year buildout plan with only portions of Phase 1 occupied/under construction at this time. The RSG has a 20-year buildout plan and to date, development has not yet been initiated on the RSG site.

60 The EIRs for the BSP and RSG did not identify a cumulatively considerable impact associated with their respective contributions to the local housing inventory or population.

61 City of Banning. 2021. *City of Banning Housing Element Update, Initial Study Negative Declaration*. September.

62 City of Banning. 2021. Housing Element Update. Website: http://www.banning.ca.us/428/Housing-Element (accessed March 15, 2023).

Pursuant to Government Code Section 65890.1, land use patterns should be encouraged that balance the location of employment-generating uses with residential uses, so that employment-related commuting is minimized. Both the City and Riverside County are considered "housing rich," meaning there is more housing in these areas than jobs available, requiring travel to employment outside the City and County. As stated in **Section 4.14**, the Development Project is anticipated to provide up to 5,993 employees at full buildout. The City has sufficient housing available to accommodate this projected population growth. Total employment in the City is forecast to increase to 11,400 jobs in 2045 (or an approximate increase of 56.2 percent from 2016 conditions). Current (August 2023[63]) unemployment for the City and Riverside County are 5.9 and 5.0 percent, respectively. Employment associated with the Development Project and cumulative non-residential development will serve to improve the jobs-housing balance by creating job opportunities in the City and nearby area. As the City has sufficient existing and planned housing for the anticipated employment growth and because a sufficient pool of potential employees is available in the City and region, cumulative development in the City is not anticipated to cause substantial unplanned population growth; therefore, population and housing impacts of the Project are not considered cumulatively considerable.

6.5.15 Public Services

The cumulative development of residential, commercial, and industrial uses in the City will proportionally increase the demand for public services. A significant cumulative impact would occur if cumulative development required the provision of new or expanded public facilities to maintain acceptable service ratios, the construction of which would cause a significant environmental impact.

The City maintains a schedule of development impact fees imposed on development to fund public services and to offset future developments' share of public facilities and capital improvements for Police Facilities, Fire Facilities, Parks and Recreation Facilities, General City Facilities, Wastewater Facilities, and Water Facilities.[64] The fees collected are dependent on the type and size of development and fund the share of public facilities related to new development in the City. The Banning Library District (BLD), as it is a California Special District, is funded by property tax revenue. The annual estimate of costs of BLD operations is furnished to Riverside County and the tax required to fund library functions is computed, entered upon the tax rolls, and collected in the same manner as County taxes are computed and collected. Under the provisions of Senate Bill (SB) 50, the Banning Unified School District (BUSD) is authorized to collect fees to offset the costs associated with increased demand on school facilities resulting from development. Under Assembly Bill (AB) 2926, this funding may go to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. Pursuant to California Government Code Section 65995(h), the payment of these school fees (as established and ratified by the BUSD) by a developer would provide full mitigation of potential impacts on school facilities.

The City's DIF impact analysis identifies existing and future service population (residents plus workers) and existing and planned public facilities based on an estimated number of residents, dwelling units, employees, and building square feet in Banning, both in 2018 and in 2040. The base year estimates of residents and dwelling units comes from the California Department of Finance. Future resident and

63 Labor Market Information by California Geographic Areas, Labor Force and Unemployment Rate for Cities and Census Designated Places (ca.gov), site accessed August 19, 2023.

64 Title 3 (Revenue and Finance) of the City of Beaumont's Municipal Code establishes a procedure for the identification of fees, revenue, and assessments to construct and maintain necessary public services and facilities.

dwelling unit are based on draft Growth Figures from SCAG's Integrated Growth Forecast from the 2016-2040 Regional Transportation Plan (RTP). As the DIF program has already accounted for the 2040 forecasted population/dwellings in the City, it is reasonable to anticipate that the fees established in the current DIF program (or the DIF program is in effect at the time of proposed physical development of cumulative projects) adequately addresses any proportional increase in cumulative demand for public services in the City of Banning. Similarly, per Title 3 of its Municipal Code,[65] the City of Beaumont maintains a development fee schedule "Development Related Fee Schedule" (July 1, 2023) that identifies the fees required to fund public services, including, but not limited to: Fire Protection Impact Fee, Police Facilities Impact Fee, Recreation Facilities Impact Fee, Park(s) Impact Fee(s), and Public Facility Fees. The Beaumont Unified School District (USD) maintains Level 1 fees for residential uses, commercial, industrial, and self-storage uses.[66] It is reasonable to assume that applicable fees for cumulative development occurring within the City of Beaumont or within the Beaumont USD would be collected by the City or Beaumont USD prior to the construction of those projects and that these fees would appropriately address the proportional increase in cumulative demand for public services in the City of Beaumont.

The City may use these fees to pay for the debt service on the existing facilities or for the construction or purchase of buildings, equipment and land that are part of the system of public facilities to serve new development. As established in **Sections 4.15** and **5.4.15.2** of this EIR, the Project will be conditioned to pay applicable development impact fees and required school fees (as required by **RCMs PS-1 through PS-3** and **MSJC RCM PS-2**). The payment of said fees is required under Banning Municipal Code Section 15.68 and the California Government Code. The payment of said fees would off-set any proportional Project-related increase in demand for public services. Although public service impacts tend to be cumulative in nature, each cumulative project would be required to pay development impact fees, school fees, and/or property tax assessments to provide for its fair-share contribution to any increased demand for public services in the jurisdiction in which it is located. With payment of such fees and tax assessments, which is required pursuant to Banning Municipal Code Chapter 15.68, the Project's contribution to public services impacts is not cumulatively considerable. Further, as the payment of such fees is required for the cumulative development projects, it is reasonable the cumulative impacts on public facilities would not be significant.

The need for the proposed electrical substation has been identified to by the BEU to support the City's existing General Plan's long-term growth. The potable water reservoir is required to provide the long-term water storage requirements of the City and the approved RSG project. The need for additional water storage capacity was identified in the City's Integrated Master Plan (2018) and the RSG EIR, but the exact location was not identified at that time. The SLB Extension would implement the City's Circulation Element. As these facilities themselves are planned services to meet public demand, and because activity at these public facilities would be limited to periodic inspection and/or maintenance, no cumulative substantial adverse impacts are anticipated from construction of these facilities which accommodate planned for increases in demand for public services.

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65 City of Banning. 2023. Municipal Code, Title 3 - Revenue and Finance. November 22. Website: https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT3REFI (accessed September 5, 2023).

66 Beaumont Unified School District (USD). n.d. Developer Fees, Current Developer Fee Rates. Website: https://www.beaumontusd.us/apps/pages/Developer_Fees (accessed September 5, 2023).

6.5.16 Recreation

The cumulative geographic study area for parks and recreation is the City. A significant cumulative impact would occur if existing neighborhood or regional parks and facilities would substantially deteriorate from an increase in use for the cumulative projects, or if the projects require construction or expansion of recreational facilities that might adversely affect the environment. The Development Project does not propose any residential uses or other land use that may generate population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities, and contains approximately 65.6 acres of Open Space, which includes areas protecting the existing natural drainage features, passive open space, a planned on-site 5.0-acre passive park, and 7.6 acres of passive open space. The proposed MSJC Entitlements, in and of themselves, do not propose any development on the MSJC Site and merely accommodate planned housing in a different location. The MSJC Entitlements would accommodate the transfer of residential capacity to the MSJC Site and do not cause an increase in residential units or population in the City that was not previously accounted for in planning or funding programs for park and/or recreation facilities. Any future development of the MSJC Site would be based on a specific plan that would either include recreational facilities or parks as part of the development or housing units, or would require dedication of and/or payment of required park fees likely resulting in no significant impact on City and regional recreational facilities. Approximately 210 acres of parks and open space areas are provided within the approved RSG project. Facilities within the RSG project include: an entry park (1.1 acres), neighborhood park (12.7 acres), confluence park (10.2 acres), and community park (26 acres); a linear park along Smith Creek and Pershing Creek (122 acres); village paseos (12.6 acres); and natural open space (25.7 acres),[67] all of which would be in proximity to the Project Sites.[68]

As previously stated, Chapter 15.68 (Development Impact Fees) of the Banning Municipal Code identifies requirements to fund required public facilities, including parkland and recreation facilities. Banning Municipal Code Chapter 15.68 imposes park fees on new residential, commercial, and industrial development to pay for recreational facilities to meet the increased needs, if any, from the effects of new, non-residential development. Each of the cumulative projects along with the Project would be subject to such payment requirements. With payment of such required fees, the Project's contribution to recreation impacts is not cumulatively considerable. Other cumulative projects in the City would be required to demonstrate their level of impact on recreational facilities, including paying the appropriate development impact fees; therefore, the Project would result in a less than significant cumulative impact related to recreation.

6.5.17 Transportation and Traffic

A significant cumulative transportation impact would occur if cumulative development conflicts with transportation programs, plans, ordinances, or policies, results in inadequate emergency access, increases transportation hazards, or is inconsistent with VMT reduction policy established by the City. As discussed in **Section 4.17**, the Development Project would result in less than significant impacts relating to conflicts with the circulation system, roadway design hazards, and emergency access. Therefore, the Development Project would not result in circulation system, roadway design hazards,

67 Placeworks. 2016. *Rancho San Gorgonio Specific Plan Final Environmental Impact Report,* page 5.14-5. October.

68 The RSG project would generate approximately 9,038 residents. Based on the park standard of 5 acres per 1,000 residents, the RSG requires approximately 45.2 acres of parkland to meet the City's parkland standard. The RSG exceeds this requirement by over 165 acres.

and emergency access impacts that are cumulatively considerable. To comply with the City's General Plan and the Banning Municipal Code requirements, development of other past, present, and reasonably foreseeable projects in the City would be required to meet standard requirements to provide transportation facilities that accommodate both pedestrian, bicycle, and vehicle travel and to avoid roadway design hazards and emergency access.

The proposed electrical substation, reverse osmosis facility, and potable water reservoir would be public facilities. While these facilities would require period inspection/maintenance, per the City's guidelines,[69] local-serving community projects and local-serving essential services are screened from VMT analysis and are assumed to have a less than significant impact. Based on the VMT screening analysis conducted for the SLB Extension, the With Project condition results in a substantial reduction of VMT within a 5-mile and 10-mile radius of the SLB Extension and would likely increase Countywide VMT by approximately 0.0005 percent. This increase is well within the margin of error for transportation models, and as such may not be indicative of a significant impact. When compared with the base year (2012) condition, the SLB Extension results in a decrease under all analyzed geographic limits (5- and 10-mile radius and Countywide); therefore, the VMT impact of the SLB Extension was determined to be less than significant and not cumulatively considerable.[70]

The Development Project's VMT net change for retail uses and VMT per non-retail worker exceeds the City's respective thresholds of no net increase in regional VMT for retail and 25.9 VMT per non-retail worker. Even with implementation of the limited feasible mitigation measures, the Development Project's VMT cannot be reduced to levels that would be less than significant. Therefore, the Development Project's contribution to cumulative transportation impacts from increases in VMT would be considerable and significant. No mitigation measures beyond the measures identified in **Section 4.17** are available. This cumulative impact would be significant and unavoidable.[71]

As previously stated in **Section 5.4.17.2**, the transfer of residential density from the Development Site to the MSJC Site itself would not result in a significant increase in residential units or population beyond that previously considered by the City in its development of its VMT Guidelines. As the MSJC Site is directly adjacent to the Development Site, the proposed MSJC Entitlements and the potential future development of the MSJC Site would not likely increase trip lengths (vehicle miles traveled). Nonetheless, future development on the MSJC Site will require a project-specific VMT assessment. Changes to the *CEQA Guidelines* were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. Environmental documents for cumulative projects published subsequent to this date (e.g., SLVN and BPSP projects) identified significant VMT impacts. Despite the implementation of mitigation for these projects, the VMT impacts of these other cumulative projects remained significant and unavoidable. As the Project and other cumulative projects have significant and unavoidable impacts,

69 City of Banning. 2021. Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis. October.

70 Translutions. 2022. *Sun Lakes Boulevard Extension, City of Banning, California – VMT Screening Analysis*. June 17.

71 The statewide VMT mandate took effect July 1, 2020. As such, cumulative projects approved prior to this date (e.g., the BSP project in 2011 and RSG project in 2016) did not consider VMT impacts.

a cumulative significantly VMT impact would result from such planned, proposed, and future development.

6.5.18 Tribal Cultural Resources

Potential cumulative impacts to known or unknown tribal cultural resources may result from cumulative development in the City and elsewhere and may contribute to cumulatively significant impacts to these resources. However, for each development proposal, the City must engage interested tribal governments pursuant to AB 52 and/or SB 18.

Per **Sections 4.18 and 5.4.18.2** of this EIR, with mitigation, the Project would result in a less than significant impact to historic and archaeological tribal resources. The City engaged in Native American consultation related to the SLB Extension, providing cultural resources assessment prepared for the project to the Morongo Band of Mission Indians. No tribal cultural resources were identified within the alignment, nor did the results of the Native American Heritage Commission Sacred Lands File Search indicate the presence of any sacred sites/or locations of religious/ceremonial importance in the SLB Extension study area. Mitigation was identified to reduce potential impacts related to the inadvertent discovery of Native American cultural materials to a less than significant impact. The cultural resources survey areas, survey reports, and tribal consultation for the Development Site encompass the area planned for the eventual development of the electrical substation, reverse osmosis facility, and water reservoir; therefore, it is reasonable the cumulative effect is accounted for in the impacts identified for the Development Site. As the Sunset Avenue Bridge was a component of the RSG project, the impacts of that facility have been considered in the EIR for the RSG project.

As previously established in **Section 5.4.18.2** of this EIR, the Morongo Band of Mission Indians (MBMI) noted that any construction or alterations proposed on the MSJC Site would be of interest as the MSJC Site is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the MBMI. Therefore, development activities on the site may encounter previously unknown or undetected Native American cultural material. In the event such cultural material is identified, (as appropriate) procedures outlined in **Mitigation Measures CUL-1 to CUL-6** would be implemented prior to and during ground disturbance associated with any subsequent development of VHDR uses on the MSJC Site. This mitigation required for future development of the MSJC Site implements the City's General Plan requirement applicable to all projects in the City. Adherence to this standard City requirement ensures no cumulatively significant impact.

For the other cumulative projects in the City detailed in **Table 6.B**, the City's General Plan EIR[72] states, "…All development or land use proposal which have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and, if necessary, comprehensive Phase 1 studies and appropriate mitigation measures shall be incorporated into project approval." This requirement applies equally to City-sponsored public facility projects. The City maintains a standard practice of providing site-specific cultural assessments to interested Tribes for review and comment during the consultation process and prior to final City acceptance of said assessments. Therefore, all cumulative projects would be required to conduct site specific assessments and consult with the applicable Tribes, and would be subject to appropriate mitigation measures.

[72] City of Banning. 2005. *Environmental Impact Report for the* City of Banning Comprehensive General Plan *and Zoning Ordinance,* Section III(G)(3).

The City has developed mitigation that addresses potential impacts to archaeological/historic resources that may be identified during a site-specific Cultural Resources Assessment. Depending on the outcome of the site-specific Cultural Resources Assessment and as determined appropriate through the required SB 18 and AB 52 consultation process, **Mitigation Measures CUL-1 through CUL-6** identified in **Section 4.5.6.1** of this EIR (or measures of equal effectiveness) may be equally applied to any future cumulative developments.

Consultation with interested tribal governments, including the implementation of measures to safeguard identified tribal cultural resources, is required prior to completion of the CEQA process on all projects. Completion of the consultation processes required under AB 52 and SB 18 and the incorporation of applicable measures as project-specific conditions or mitigation required for each cumulative project would ensure that potential cumulative impacts to tribal cultural resources remain less than significant.

6.5.19 Utilities and Service Systems

A significant cumulative impact would occur if demands of cumulative development exceed the supply or capacity of existing utility and service systems or result in the construction of new or expansion of existing public utility facilities. The City manages its own water and wastewater through the City Water and Wastewater Utilities Department and electrical services through the BEU, a not-for-profit, publicly owned electrical energy distribution utility. The City's 2018 IMP[73] evaluates the performance and condition of the City's potable water, wastewater, and recycled water systems through 2040. The IMP identified six master planned communities,[74] other residential developments, and three commercial/industrial developments.[75] The six master planned communities include a mixture of residential, public facilities, commercial, and open space. These developments considered in the IMP include the BSP and RSG project plans, which combined, envision the development of 7,996 residential units.

Per the IMP, the City's future water demands are expected to increase from approximately 5,302 acre-feet per year (afy) to 7,018 afy by the year 2025 and to 8,450 afy by the year 2040. The majority of this increase in water demands within the planning horizon is attributed to new planned developments. The City's 2020 Urban Water Management Plan conservatively anticipates a projected water demand of 9,507 afy in 2025. In 2045, with an anticipated population within its service area of 66,400, the UWMP projects a demand of 13,467 afy.[76,77] Per the UWMP, sufficient water is available to the City to meet future water demand during normal, dry, and multiple dry year conditions through

73 Carollo Engineers, Inc. 2018. *2018 Integrated Master Plan*, *Final Report, Revision 1.2*. March.

74 Planned Communities: Black Bench, Five Bridges, Little Europe, Loma Linda, Pardee Butterfield, and Rancho San Gorgonio.

75 Carollo Engineers, Inc. 2018. *2018 Integrated Master Plan, Final Report, Revision 1.2*. March. Figure 2.4 Known Developments.

76 The IMP evaluates the performance and condition of the City's potable water, wastewater, and recycled water systems under existing and future conditions through year 2040. The IMP informs the City during the development and update(s) of its CIP and identifies, plans, and develops the system of water, wastewater, and recycled water system facilities necessary to serve current customers and to support anticipated growth through the year 2040. Differences in estimated water demand between the IMP and UWMP originate in part from the different focus of each report (e.g., facility planning vs. water supply planning) and the method of forecasting future demand.

77 The UWMP service area includes the City and portions of unincorporated Riverside County. Additionally, the UWMP assumes a population increase of three persons per new connection (higher than the standard SCAG occupancy factor), resulting in a higher forecast population used in the assessment of water demand/supply.

2045. Based on the finding of the UWMP, the project-specific Water Supply Assessment (WSA) provides a comparison of water demand versus water supply based on the General Plan land uses detailed in the 2020 Urban Water Management Plan, including the BSP and RSG projects and indicated sufficient water to supply the Development Project and MSJC Site would be available in normal, dry, and multiple-dry years. The related public facilities[78] and future cumulative projects would be required to undergo future environmental review through the CEQA process and account for sufficient water supplies to serve them. As stated previously, the 2020 UWMP anticipated future development in the City up to a conservative estimated population of 66,400, including buildout of the existing land uses on the Site, and the BSP and RSG projects. Despite this robust increase in residential water demand, the UWMP still identified sufficient available supply to serve projected growth which would be sufficient to serve the other cumulative projects. Because the UWMP anticipates City-wide cumulative development in its assessment of water supply and in the absence of a supply-related impacts, no significant cumulative impacts would occur.

For wastewater, the City's Average Dry Weather Flow (ADWF) is projected to increase from 2.80 mgd (2025) to 4.29 mgd by year 2040. As stated in **Section 4.19** of this EIR, the City's current wastewater treatment capacity is 3.5 mgd, sufficient to accommodate the cumulative development (including the BSP and RSG projects).[79]

To address future water and wastewater demand requirements, the IMP identified the share of improvements needed to serve existing development and the share needed to serve new development. The CIP is the foundation of the City's long-range capital investment and financial planning. The CIP establishes a specific list of projects to be completed for capital replacements and improvements. The City's Development Impact Fee Update Study outlines and updates development impact fees that are imposed on new development in the City to fund public services. The Development Impact Fee Update Study identifies the wastewater and water facilities and improvements allotted to new development. The City imposes fees on future developments for capital facilities in the form of a development impact fee for Wastewater Facilities, and Water Facilities. Banning Municipal Code Chapters 15.068.060 and 15.068.070 identify the process for how the development impact fee is administered for required wastewater and water improvements in the City. As with the Development Project and development on the MSJC Site, developments on all other projects in the City would be required to pay fees to support the water and wastewater system improvements necessary to serve their individual demands. With payment of such fees and tax assessments, which is required pursuant to Banning Municipal Code Chapter 15.68, the Project's contribution to public services impacts is not cumulatively considerable. Further, as the payment of

78 The reverse osmosis facility and potable water reservoir themselves will be connected into the City's water system and are not expected to have a measurable water demand. These facilities and the electrical substation would be attended for periodic inspection and maintenance, with water demand limited to maintenance and landscape requirements. For information purposes, using the 400 gpd/acre standard for public facilities cited in the UWMP and IMP, the 11.1 acres encompassing the City-sponsored public facilities would generate a maximum water demand of 4,440 gpd or 4.97 afy. This represents approximately 0.46 percent of the Development Project water demand and would be within the water supply available during the multiple dry-year scenario detailed in Tables 4.19.J and 4.19.K.

79 For 2025 and 2040 wastewater demands, a combination of projected population and the wastewater per capita flow rate were utilized to estimate flows from infill. Known development utilized flow projections from City approved Specific Plans and land use (see IMP, Table 3-21). Additionally, the EIRs for both the RSG and BSP provide options for on-site wastewater treatment facilities within these respective developments. In the event these facilities are brought on-line, wastewater flows to the City's WWTP would be reduced.

such fees is required for the cumulative development projects, cumulative impacts to water and wastewater facilities would not be significant.

The development of the reverse osmosis facility is not needed or required to supply water for the Development Project. The City would develop, own, maintain, and operate the reverse osmosis facility in order to reduce salt and nitrogen in the water prior to recharge of the aquifer. The reverse osmosis facility that would be built in PA 12 of the Development Site would receive treated water from the existing Banning WRF via a 24-inch diameter pipeline that is currently located in the future SLB Extension. The treated water would flow into the reverse osmosis facility where TDS (specifically nitrates) would be separated from the treated water. Grey water with the TDS would be recirculated back to the Banning WRF for additional processing. The water separated from the TDS (nitrates) would exit the reverse osmosis facility through a 24-inch diameter pipe where it would be conveyed to the golf course at the neighboring Sun Lakes Community and used for irrigation of the golf course. The reverse osmosis facility would operate as a closed system. The electrical substation and water reservoir are planned public facilities, the operation of which are not anticipated to require a measurably substantial amount of water to operate. Landscape irrigation would be installed within SLB Extension median and hydroseeding and slope protection along the slope easement within the SLB alignment. Per the UWMP, in 2020, landscaping irrigation for both nonpotable and potable water ranges between 301 acre-feet (af) and 599 af annually, respectively. In general, both potable and non-potable water use for landscape irrigation account for approximately 10.3 percent of the City's projected water demand in 2045 (which is projected to range 484 af and 900 af annually. As these related public facilities projects would not require extensive amounts of water use and because the UWMP has concluded it will be able to meet future development demand (including 2045 landscaping demand) sufficient demand would continue to be able in normal, dry, and multiple dry years.

The SCAG estimates the City's 2045 population and employment at 41,500 persons and 11,400 jobs, respectively. Based on current daily per capita disposal rates of 5.6 and 31.5 pounds for residents and employees, future project development in the City could generate up to 591,500 pounds (295.8 tons) of solid waste per day. The volume of solid waste represents approximately 2.9 percent of the current permitted daily throughput of receiving landfills (see **Table 4.19.G**). Remaining permitted capacity at the receiving landfills totals approximately 171 million tons. Cumulative solid waste generated City-wide in 2045 represents approximately 1.4 percent of permitted capacity at receiving landfills.[80] As the receiving landfill capacity is permitted through 2059,[81] the cumulative contribution of solid waste from the City would not have a cumulatively significant effect on landfill capacity.

Overall, cumulative development would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve each project. It is reasonable that as cumulative development is proposed, each such development project would undergo review by the City and appropriate service provider(s) to ensure adequate capacity, supplies, and/or facilities. Similar to Regulatory Compliance Measure (RCM) UT-1 (see **Section 4.19**), cumulative projects would be required to pay appropriate required wastewater and water facilities Development Impact Fees required under Section 15.68 of the Banning Municipal Code. As with the Development

[80] 295.8 tons/day x 365 days = 107,967 tons/yr x 22 years = 2.375 million tons cumulative solid waste City wide through 2045. This calculation assumes existing generation rates. Future decreases in per capita waste generation would proportionally reduce 2045 solid waste totals.

[81] Lamb Canyon Landfill through 2032; El Sobrante Landfill through 2051; Badlands Landfill through 2059.

Project, payment of applicable connection and impact fees and adherence to service requirements of each utility would occur; therefore, a significant cumulative impact associated with construction of utility infrastructure or provision of utility services would not occur.

6.5.20 Wildfire

A significant impact would occur if cumulative development (including infrastructure) increases or exacerbates fire risk or impairs emergency response/evacuation plans. While the Development Site is located in a wildland-urban interface (WUI) setting, it is not located in an area statutorily designated as a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) or Riverside County. The Northern and Southern Portions of the Development Site are accurately designated as Local Responsibility Area (LRA) Non-Very High Fire Hazard Severity Zone (VHFHSZ) and State Responsibility Area (SRA) Non-Fire Hazard Severity Zone (FHSZ), respectively. The Development Project has been designed to reduce wildfire conditions on the Development Site as compared with the natural state. As stated in the Fire Protection Plan (FPP), once the Development Project is built, the on-site fire potential will be lower[82] than its current condition due to conversion of fire facilitating wildland fuels to ignition resistant buildings, parking areas, managed landscapes, fuel modification areas, improved accessibility for fire personnel, and structures built to the latest ignition and ember resistant fire codes. The Development Project is also accessible to local fire department personnel within acceptable fire response travel times. In addition, the Development Project will embrace a "Ready, Set, Go!" stance on evacuation. The Project is not to be considered a shelter-in-place development. However, the fire agencies and/or law enforcement officials may, during an emergency, as they would for any new development providing the layers of fire protection, determine that it is safer to temporarily refuge employees or visitors on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as a notice to evacuate is received, which may vary depending on many environmental and other factors. Therefore, although the Development Project will increase occupancy of the Development Site, it is anticipated that with compliance with building code requirements and **Condition of Approval (COA) FIRE-1**, Project impacts would be less than significant.

The MSJC Site is located within a Local Responsibility Area and is designated as a non-VHFHSZ (see **Figure 4.20-1**). Both the Development and MSJC Sites are located within the Wildland Urban Interface influence zone.[83] As discussed in **Section 5.4.9.1** of this EIR, **MSJC Site MM HAZ-3** requires the preparation of a project-specific fire protection plan for proposed development on the MSJC Site. To meet code requirements, the MSJC Site development would incorporate the same or similar design features and would therefore be anticipated to also have a less than significant project impact. The proposed electrical substation would be developed and operated by the City in compliance with regulations set forth by the California Occupational Safety and Health Administration (Cal/OSHA) and

82 Dudek. 2023. *Fire Protection Plan Sunset Crossroads*. November.

83 Wildland-Urban Interface (WUI): The WUI can be defined broadly as "any developed area where conditions affecting the combustibility of natural and cultivated vegetation (wildland fuels) and structures or infrastructure (built fuels) allow for the ignition and spread of fire through these combined fuels." WUI areas can be further defined by different spatial configurations. The "interface" WUI condition exists where development and/or structures are adjacent to wildland areas, in which there may be clear demarcation or hard edge between developed and undeveloped areas. By contrast, the "intermix" WUI condition refers to areas in which structures or semi-developed areas are mixed with wildland areas and vegetation, such as in rural, ex-urban, or large-lot semi-rural developed condition. See Fire Hazard Planning Technical Advisory, Governor's Office of Planning and Research, August 2022, at https://opr.ca.gov/docs/20220817-Fire_Hazard_Planning_TA.pdf (accessed September 6, 2023).

the National Electrical Safety Code (NESC). The reverse osmosis facility and potable water reservoir would be operated by the City in compliance with standards as set forth by the City of Banning Water and Wastewater Department. These facilities would be remotely operated and monitored and include fire suppression features (i.e., sprinklers, defensive space, and fire alarms) that would reduce the exacerbation for fire risk. Chapter 1206 was added to the California Fire Code (CFC) to address a wide range of systems to generate and store energy, including standby and emergency power, portable generation, photovoltaic systems, fuel cell energy systems, and energy storage systems. The provisions of Chapter 1206 apply to the installation, operation, maintenance, repair, retrofitting, testing, commissioning, and decommissioning of these energy systems. It is anticipated the installation and operation of a battery energy storage system as envisioned, as permitted under the Specific Plan, would be conditioned by the City to demonstrate compliance with California Fire Code Chapter 1206. As the City-sponsored infrastructure and facilities will be constructed, operated, and maintained pursuant to required fire protection requirements for utility facilities, the potential for increased fire risk from these facilities would be less than significant.

A number of cumulative projects in the cities of Beaumont (e.g., Fairway Canyon, Beaumont Pointe, Heartland) and Banning (e.g., RSG and Butterfield) are located within five miles of the Project Sites or located within or adjacent to fire hazard severity zones (very high, high, and moderate) designated by CAL FIRE. As with the Project, cumulative development proposed, approved, and developed within fire hazard severity zones would be required to prepare a project-specific fire protection plan complying with applicable provisions of the most current edition of the CFC as adopted and amended by Banning Municipal Code Chapter 8.16, City of Beaumont Chapter 15.20, and/or Chapter 8.32 of the Riverside County Code; including applicable portions of CFC Chapter 49 related to development within fire hazard severity zones and wildland-urban interfaces. Additionally, adherence to appropriate provisions of the CBC and City/County requirements related to the type, method, and manner of construction and the establishment and maintenance of fuel management zones would reduce the site-specific wildfire impacts of each cumulative project. Upon compliance with existing regulations, Project impacts would not be cumulatively considerable, and cumulatively significant impacts would be less than significant. It is reasonable the cumulative projects have or will be appropriately conditioned by the approving jurisdiction (City/County) to fully incorporate and implement the features, facilities, and practices established in such site- and project-specific FPPs. As with the Development Project, adherence to these provisions of these FPPs will ensure wildland fire hazards associated with individual projects are reduced to a less than significant level; therefore, with the collective establishment and implementation of the cumulative FPPs, wildfire hazard impacts will not be cumulatively significant.

No emergency facilities are located on the Project Sites nor do the Project Sites currently serve as emergency evacuation routes. During construction and operation of the Development Project and MSJC Site, adequate access for emergency vehicles would be required to be maintained. Cumulative development would increase the number of persons (residents, employees, and patrons) susceptible to wildfire hazards. While the location, intensity, direction, frequency, and/or nature of future wildfire events cannot be precisely predicted, it is reasonable that fire authorities would exercise appropriate judgement as to when, where, and how evacuations are executed. It is further reasonable that during the processing of cumulative development, necessary roadway improvements will be appropriately located and sized to accommodate efficient and safe evacuation as necessary. Implementation of the project-specific FPPs through the establishment of fuel management zones, and the installation of

water delivery features (e.g., water mains, hydrants, storage capacity) necessary for cumulative development will facilitate firefighting operations should a wildfire event occur. The cumulative development sites would be required to accommodate emergency access and facilities. As such, the Development Project's contribution to cumulatively considerable impacts would be less than significant. The related SLB Extension would improve circulation within and around the Development Site by improving the road surface and providing additional lanes of traffic that could be used to evacuate in an emergency and allow emergency personnel to access the Development Site and adjacent residential communities faster than using the roadways currently available.

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