JULY 2026

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO.: 2026030377

LEAD AGENCY:

COUNTY OF RIVERSIDE
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Cabazon Infrastructure Plan and Cabazon Community Plan

Program Environmental Impact Report

SCH No. 2026030377

July 2026

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EXECUTIVE SUMMARY

Introduction

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this section summarizes the proposed project, significant impacts, and proposed mitigation measures. The summary is organized around the following topics:

- Purpose of the Environmental Impact Report
- Project Synopsis
- Issues Raised During Scoping
- Summary of Project Alternatives

Purpose of the Environmental Impact Report

This Program Environmental Impact Report (PEIR) has been prepared for the County of Riverside, acting as the Lead Agency under State CEQA Guidelines Sections 15050 and 15367, to analyze the potential environmental effects associated with implementation of the Cabazon Infrastructure Plan (CIP) and Cabazon Community Plan Project (collectively known as the "project" or the "proposed project").

An EIR is a public informational document used in the planning and decision-making process. The purpose of the PEIR is to demonstrate that the County has made a good faith effort at disclosing the potential for the project to result in significant impacts to the physical environment. As such, the PEIR does not consider potential fiscal impacts, cost-benefit assessment, or social impacts. Nor does the PEIR present recommendations to the decision-making bodies for approval or denial of the project based on the environmental findings. Rather, the PEIR is intended to provide additional information about the project when, if, and at which time it is reviewed and considered by the County in its discretionary decision-making for the project.

The County of Riverside Board of Supervisors will consider the information in the PEIR, public and agency comments on the PEIR, and testimony at public hearings in their decision-making process. The public review comments will be incorporated and addressed in the Final PEIR. As a legislative action, the final decision to approve, conditionally approve, or deny the proposed project is made by the County's Board of Supervisors. The purpose of an EIR is to identify:

- Significant impacts of the proposed project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impacts that cannot be mitigated.
- Reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less than significant level.

An EIR also discloses cumulative impacts, growth-inducing impacts, and impacts found not to be significant. CEQA requires that an EIR reflect the independent judgment of the Lead Agency regarding the impacts, disclose the level of significance of the impacts both without and with mitigation, and discuss the mitigation measures proposed to reduce the impacts.

The EIR is circulated to the public and other agencies that may have jurisdiction over affected lands or resources. The purposes of public and agency review of an EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This PEIR is being distributed to agencies, organizations, and interested groups and persons for a 45-day review period in accordance with State CEQA Guidelines Section 15087. The Lead Agency will consider and respond to all written comments received during the review period prior to any action being taken on the project.

Project Synopsis

The proposed project would include the implementation of the Cabazon Community Plan and corresponding CIP in accordance with 6th Cycle Housing Element Action H-27. The goal of the Cabazon Community Plan is to address the Community of Cabazon's land use and infrastructure needs to prepare the Cabazon area for significant anticipated growth and development, particularly as the region plans for the possibility of accommodating up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years.

The Cabazon Community Plan (GPA No. 1206) would address the vision for the community's character/placemaking, land use, access and circulation, infrastructure and public services, design standards, and land use regulations and development standards. The Cabazon Community Plan Land Use Map proposes the following types of land uses: Commercial Retail, High Density Residential, Highest Density Residential, Low Density Residential, Medium Density Residential, Very Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Mixed-Use Area, Heavy Industrial, Light Industrial, Public Facilities, and Open Space – Conservation; refer to Table 2-1, *Proposed General Plan Land Use Changes*, and Figure 2-4, *Proposed Land Use Map*.

The CIP (ZR6234) would support buildout of the Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

Refer to Section 2.4, *Project Components*, for a detailed description of the Cabazon Community Plan and CIP.

Issues Raised During Scoping

In accordance with CEQA Guidelines Section 15082, the County prepared and distributed a Notice of Preparation (NOP) of an Environmental Impact Report for the proposed project that was circulated for public review for a 30-day review period that began on Monday, March 9, 2026, and concluded on Wednesday, April 8, 2026. The NOP comment period is intended to notify responsible agencies, trustee agencies, and the public that the County, acting as the Lead Agency, would be preparing a PEIR for the project. The County determined the scope of the analysis for this PEIR as a result of initial project review and consideration of agency and public comments received in response to the NOP. For more information regarding the NOP process, refer to Section 1. The NOP and the NOP comments are included as Appendix A to this PEIR.

A scoping meeting was held for the proposed project on March 18, 2026 at 9:00 AM at the Riverside County Planning Commission located at 4080 Lemon St, Riverside, CA, 92501. The scoping meeting was open to responsible and trustee agencies, interested organizations, and individuals to attend. A full summary of the issues raised at the public meeting is included in Appendix A.

Key areas of environmental concern, as conveyed during the NOP and public meeting processes, as well as the PEIR section where they are addressed, are identified in Section 1.3, *PEIR Scope, Issues, Concerns*.

Summary of Significant Effects

State CEQA Guidelines Section 15126.2(b) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. Potential environmental effects resulting from project implementation and proposed mitigation measures are discussed in detail in Section 3.1, *Aesthetics*, through Section 3.16, *Wildfire* of this PEIR. The following environmental impacts were determined to be significant and unavoidable impacts:

- Aesthetics
    - The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Impacts would be significant and unavoidable.
    - The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative aesthetic impact. Impacts would be cumulatively considerable.
- Air Quality
    - The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.
    - The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal

or State ambient air quality standard. Impacts would be significant and unavoidable.
    - The project would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.
    - The project would result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable Federal or State ambient air quality standard or other cumulative impacts related to air quality. Impacts would be cumulatively considerable.
- Biological Resources
    - The project would have a potentially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be significant and unavoidable.
    - The project would have a substantial adverse effect on any 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 US Fish and Wildlife Service. Impacts would be significant and unavoidable.
    - The project would have a potentially substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be significant and unavoidable.
    - The project would have the potential to interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be significant and unavoidable.
    - The project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be significant and unavoidable.
    - The project would conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Impacts would be significant and unavoidable.
    - The project would have the potential to result in a significant cumulative impact related to biological resources. Impacts would be cumulatively considerable.
- Cultural and Tribal Cultural Resources
    - The project would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.
    - The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.
    - The project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:

        - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
        - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
        - Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative impact related to cultural and tribal cultural resources. Impacts would be cumulatively considerable.
- Greenhouse Gas Emissions
    - The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be significant and unavoidable.
    - The project would have the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be significant and unavoidable.
    - The project would have the potential to result in a significant cumulative impact related to greenhouse gas emissions. Impacts would be cumulatively considerable.
- Hydrology and Water Quality
    - Project implementation would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative impact to hydrology and water quality. Impacts would be cumulatively considerable.
- Land Use and Planning
    - The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.
- Noise
    - The project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be significant and unavoidable.
    - The project would result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative noise impact. Impacts would be cumulatively considerable.
- Transportation
    - The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be significant and unavoidable.

  - The project would conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b). Impacts would be significant and unavoidable.
  - The project would result in a significant cumulative transportation impact. Impacts would be cumulatively considerable.
- Utilities and Service Systems
  - The project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be significant and unavoidable.

Issues to be Resolved by the Decision-Making Body

An EIR is an informational document intended to inform decision-makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the proposed project. As the Lead Agency, the County of Riverside must respond to each significant effect identified in this PEIR by making "findings" for each significant effect. As part of the decision-making process, the Lead Agency must determine whether or how to mitigate the associated significant effects of the project, including whether to implement a project alternative. Approval of the project despite identified significant and unavoidable environmental impacts would require a Statement of Overriding Considerations, explaining why the benefits of the project outweigh the environmental effects, as set forth in this document.

Environmental Impacts and Mitigation Measures

Table ES-1, *Environmental Impact Summary*, summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 3.1 through Section 3.16 of this PEIR. Refer to the appropriate PEIR section for detailed information.

TABLE ES-1 ENVIRONMENTAL IMPACT SUMMARY

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Section 3.1 Aesthetics			
Impact 3.1-1	**Scenic Views and Vistas.** The project could have a substantial adverse effect on a scenic vista.	None required.	Less than significant impact
Impact 3.1-2	**State Scenic Highways.** The project could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	None required.	Less than significant impact
Impact 3.1-3	**Visual Character/Quality.** The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.	**AES-1** Construction equipment staging areas shall be screened (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be approved by the County of Riverside Planning Department and indicated on Final Grading and Building Plans.	Significant and unavoidable impact
Impact 3.1-4	**Lighting.** The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None required.	Significant and unavoidable impact
Impact 3.1-5	**Cumulative Impacts**. The project would result in a significant cumulative aesthetic impact.	Mitigation Measure **AES-1**.	Significant and unavoidable impact
Section 3.2 Air Quality			
Impact 3.2-1	**Conflict with Air Quality Plan**. Implementation of the Cabazon Community Plan would facilitate population, housing, and employment growth beyond what was assumed in	Mitigation Measures **AQ-1** through **AQ-9**.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)		Level of Significance
	the 2022 AQMP, with buildout emissions exceeding SCAQMD regional significance thresholds.			
Impact 3.2-2	**Net Increase of Criteria Pollutant**. The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment, with construction and operational emissions exceeding SCAQMD significance thresholds.	**AQ-1**	If a future development project generates construction emissions that exceed applicable South Coast Air Quality Management District (SCAQMD) thresholds, the project applicant shall implement all feasible and applicable mitigation measures. Applicants shall select measures from SCAQMD's *CEQA Air Quality Handbook* (1993 or most current equivalent guidance). The types of measures shall include but are not limited to: • Construction haul truck operators for demolition debris and soil import/export shall utilize trucks that comply with current California Air Resources Board (CARB) heavy-duty engine emission standards (2020 regulations or newer). At a minimum, all haul trucks shall be equipped with engines meeting the emission rates of 0.01 grams per brake horsepower-hour (g/bhp-hr) of particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards. Compliance records shall be kept on-site during construction and made available to the Riverside County Department of Building and Safety inspectors upon request. • Vehicle idling shall be limited to five minutes as set forth in California Code of Regulations Title 13, Article 4.8, Section 2449. Signs stating idling time limits shall be posted in areas where they could be seen by vehicle operators. • Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Heavy duty diesel-fueled equipment shall use low NOX diesel fuel to the extent that it is available and feasible to use. • Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel-powered generators, as feasible, or solar where available. • Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Maintenance records shall be kept on-site during construction and made available to County of Riverside inspectors upon request. Construction measures selected by project applicants in accordance with this mitigation measure shall be listed on all applicable construction plans (such as demolition and grading plans) and submitted to the Riverside County Department of Building and Safety prior to the issuance of construction permits.	
		AQ-2 If a future development project utilizes off-road diesel-powered construction equipment greater than 50 horsepower, the project applicant shall ensure that all such equipment meets or exceeds California Air Resources Board (CARB) Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in all applicable bid documents, and the successful contractor(s) shall demonstrate the ability to supply such equipment. A copy of each piece of equipment's Best Available Control Technology (BACT) documentation (e.g., certified tier specification or model year specification) and CARB or South Coast Air Quality Management District (SCAQMD) operating permit (if applicable) shall be kept on-site during construction and made available to the Riverside County Department of Building and Safety inspectors upon request. If Tier 4 Final equipment is commercially	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		unavailable, the contractor shall maintain written documentation demonstrating a good faith effort to locate such equipment. Once documented, alternative equipment may be utilized, provided it meets one of the following criteria: • Alternatively fueled equipment (e.g., electric, compressed natural gas); or • Tier 3 engines equipped with added exhaust devices (i.e., CARB Level 3 Verifiable Diesel Emission Control Strategies [VDECS]) that collectively achieve an 85 percent reduction in particulate matter exhaust and a 40 percent reduction in NOX compared to uncontrolled equipment. The Riverside County Building and Safety Department shall verify compliance with these requirements during routine construction site inspections. **AQ-3** Prior to issuance of a building permit, the project applicant shall ensure that construction plans include a note requiring the construction contractor to adhere to the following: • All coatings and solvents will have a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). • All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100-percent application efficiency.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		The Riverside County Department of Building and Safety shall verify compliance with these requirements during routine construction site inspections. **AQ-4** For any development project that requires a grading permit which involves the import/export of soil, or requires temporary lane closures, the project applicant shall submit a Construction Management Plan (CMP) and a Traffic Control Plan (TCP) to the County of Riverside Transportation Department prior to permit issuance. The purpose of the CMP is to organize site logistics, minimize neighborhood nuisances, and ensure that construction activities and staging do not spill over into the public right-of-way. The CMP shall incorporate, as deemed applicable and necessary by the Riverside County Planning Department and the Riverside County Building and Safety Department , the following: • Construction Phasing: A schedule of construction activities to ensure overlapping phases do not overwhelm site capacity. • Personnel Parking: Designated on-site (or secured off-site) parking areas for construction workers to prevent parking impacts on surrounding residential or commercial streets. • Material Staging: Designated areas for material storage, equipment staging, and temporary power sources, located as far away from sensitive receptors as feasible. The purpose of the TCP is to safely route vehicles and reduce traffic congestion on local roadways during temporary construction activities. The TCP shall incorporate, as deemed applicable and necessary by the County of Riverside Transportation Department, the following:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow. All traffic control devices shall be developed and deployed in compliance with the most current Riverside County standards and the California Manual on Uniform Traffic Control Devices (CA MUTCD). • Dedicated turn lanes for the movement of construction trucks and equipment on- and off-site. • Scheduling of construction activities that affect traffic flow on the arterial system during off-peak hours. • Consolidation of truck deliveries. • Rerouting of construction trucks away from congested streets or sensitive receptors. • Signal synchronization to improve traffic flow. • Traffic control devices included in the TCP shall be developed in compliance with the most current Riverside County standards and the California Manual on Uniform Traffic Control Devices (CA MUTCD). **AQ-5** All future industrial, warehouse, and truck-intensive development projects within the Cabazon Community Plan area shall incorporate the following site design and routing standards into their project plans as conditions of approval: • Entrances/Exits: Project driveways and truck entrances/exits shall be designed so they do not face sensitive receptors, and routing shall ensure trucks will not travel past sensitive land uses to enter or leave the site. • Internal Traffic: Truck traffic flow inside the project site shall be located as far away as physically feasible from adjacent or nearby sensitive receptors.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• On-Site Queuing: Any check-in point, guard shack, or gate for trucks shall be situated sufficiently deep inside the project site to ensure that there is no truck queuing on public streets outside the facility. • Trailblazer Signs: Project operators shall clearly mark approved truck routes with trailblazer signs to direct trucks away from sensitive land uses. • Overnight Parking: Restrict overnight truck parking near sensitive land uses by requiring facilities to provide adequate overnight truck parking inside the project site. Prior to the issuance of grading and building permits, the Riverside County Planning Department shall review and approve the project plans to ensure these design features are incorporated. **AQ-6** Future commercial, industrial, public facility, and multi-family development projects within the Cabazon Community Plan area shall install electric vehicle (EV) charging stations or, at a minimum, "EV-Ready" electrical infrastructure. Project designs shall include appropriately sized electrical panels to support future charging demands. For logistics and warehouse projects, electrical hookups shall be provided at loading docks and trailer parking areas specifically designed for trucks to plug in onboard auxiliary equipment and Transportation Refrigeration Units (TRUs) to eliminate diesel idling. Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that electrical and site plans incorporate these requirements. **AQ-7** To reduce energy consumption and associated indirect air quality and greenhouse gas emissions, future commercial, industrial, public facility, and multi-family development projects shall implement the following design features:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Maximize the use of renewable solar energy by installing rooftop solar energy arrays or solar canopies over parking areas. • Utilize light-colored paving materials for parking lots/hardscapes and install light-colored "cool roofs" to reduce the urban heat island effect. • Utilize only Energy Star-rated heating, cooling, and lighting devices, and appliances throughout the facility. Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify these features are included on architectural and electrical plans. **AQ-8** To reduce volatile organic compound (VOC) emissions during operations, future development projects shall require the use of super-compliant low-VOC architectural coatings (paints) and water-based or low-VOC commercial cleaning products that exceed the stringency of South Coast Air Quality Management District (SCAQMD) Rule 1113 requirements. This requirement shall be noted on all construction plans and integrated into the facility's long-term maintenance and janitorial contracts. The Riverside County Building and Safety Department shall verify these notes on construction plans prior to permit issuance. The Riverside County Planning Department shall ensure this requirement is established as an ongoing condition of approval. **AQ-9** To ensure regional air quality compliance for industrial and warehouse uses, future development projects shall demonstrate compliance with the following South Coast Air Quality Management District (SCAQMD) regulations as conditions of approval:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• WAIRE Program: Operators of new warehouse facilities greater than or equal to 100,000 square feet shall comply with SCAQMD Rule 2305 (Warehouse Indirect Source Rule – WAIRE Program) to reduce regional and local emissions from warehouse-related mobile sources. • Stationary Source Permits: Project applicants installing new stationary or portable equipment (such as emergency backup generators or fire pumps) shall obtain necessary Permits to Construct and Permits to Operate from SCAQMD in accordance with Rules 201, 203, and 1470. Prior to the issuance of a Certificate of Occupancy, the project applicant shall provide documentation to the Riverside County Planning Department demonstrating that the required SCAQMD permits have been obtained and WAIRE program obligations (if applicable) have been met.	
Impact 3.2-3	**Expose Sensitive Receptors to Pollutants**. The project would expose sensitive receptors to substantial pollutant concentrations from construction-related air quality impacts and operational toxic air contaminants.	Refer to Mitigation Measures **AQ-1** through **AQ-4**, **AQ-5**, **AQ-6**, and **AQ-9** above. And: **AQ-10** Prior to the issuance of building permits, the project applicant for future development projects shall submit a Health Risk Assessment (HRA) prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD) for projects within: 1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week;	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		2) 1,000 feet of an industrial facility which emits toxic air contaminants; 3) 1,000 feet of a major service and maintenance rail yard, or high-traffic rail line (i.e., the Union Pacific Railroad); or 4) 500 feet of a major transportation corridor (i.e., Interstate 10 [I-10]). The HRA shall be submitted to the Riverside County Planning Department prior to issuance of building permits for any future discretionary residential or residential mixed-use project. If the HRA shows that the incremental cancer risk exceeds 10 in one million, or the appropriate noncancer hazard index exceeds 1.0, the HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. Heating, ventilation, and air conditioning (HVAC) systems for units that are installed with MERV filters shall maintain positive pressure within the building's filtered ventilation system to reduce infiltration of unfiltered outdoor air. The property owner/developer shall be required to install high efficiency MERV filters in the intake of residential ventilation systems, consistent with the recommendations of the HRA. HVAC systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur, subject to verification by the Riverside County Planning Department prior to the issuance of a Certificate of Occupancy: • The developer and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacturer's	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates when windows are open. • For residential owned units, the Homeowner's Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions (CC&Rs) and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates when windows are open. • For projects within 500 feet of the freeway, air intake on residential buildings shall be placed as far from the freeway as possible. • For projects within 500 feet of the freeway, the residential buildings should be designed to limit the use of operable windows and/or balconies on portions of the site adjacent to and facing the freeway. Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that MERV filters and HVAC design requirements are included on the mechanical plans. **AQ-11** A project-specific Health Risk Assessment (HRA) shall be conducted for future industrial development proposed within 1,000 feet of sensitive receptors, pursuant to the recommendations set forth in the California Air Resources Board *Air Quality and Land Use Handbook* (1993 or most current equivalent guidance). The HRA shall evaluate a project per the following South Coast Air Quality Management District (SCAQMD) thresholds:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Carcinogens: Maximally Exposed Individual risk equals or exceeds 10 in one million. For cumulative cancer risk, the maximum exposed individual risk equals or exceeds significance thresholds established by SCAQMD. • Non-Carcinogens: Emit toxic contaminants that equal or exceed 1 for the Maximally Exposed Individual. If projects are found to exceed the SCAQMD's thresholds, mitigation shall be incorporated to reduce impacts to below SCAQMD thresholds. The HRA shall be submitted to the Riverside County Planning Department prior to issuance of building permits for any future discretionary industrial projects.	
Impact 3.2-4	**Other Emissions Such as Those Leading to Objectionable Odors**. The project would not result in other emissions adversely affecting a substantial number of people.	None required.	Less than significant impact
Impact 3.2-5	**Cumulative Impacts**. The project would result in a significant cumulative impact from a net increase of criteria pollutants, with cumulative construction and operational emissions exceeding SCAQMD thresholds.	Mitigation Measures **AQ-1** through **AQ-11**.	Cumulatively considerable impact
Section 3.3 Biological Resources			
Impact 3.3-1	**Candidate, Sensitive, or Special-Status Species**. The project would have a potentially adverse effect on special-status plant and wildlife	**BIO-1 Special-Status Species Habitat Assessments and MSCHP Consistency Analyses.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, the County shall retain a qualified biologist to conduct a site-specific biological resources assessment and	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)		Level of Significance
	species through direct impacts or habitat modifications.		Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis. The assessment shall: (1) delineate vegetation communities and land covers including riparian habitat or other sensitive natural communities; (2) identify the extent or absence of habitat that may support special-status plants or wildlife; (3) evaluate the potential for direct and indirect impacts from proposed activities; (4) outline avoidance and minimization measures to avoid direct and indirect impacts; and (5) specify any additional compensatory mitigation measures to reduce direct and indirect impacts below a level of significance.	
		BIO-2	**Focused Special-Status Plant Surveys and Compensation.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a focused botanical survey for special-status plants during the appropriate bloom period for each species following the California Department of Fish and Wildlife's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations*. Focal species shall include chaparral sand-verbena, Munz's onion, Coachella Valley milk-vetch, Jaeger's milk-vetch, Plummer's mariposa-lily, Payson's jewelflower, Peninsular spineflower, Parry's spineflower, white-bracted spineflower, Mojave tarplant, slender bedstraw, California satintail, Southern California black walnut, desert beardtongue, narrow-leaf sandpaper-plant, Latimer's woodland-gilia, desert spike-moss, and San Bernardino aster. If special-status species are not detected, no further surveys or mitigation would be necessary. If any individuals or populations are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status plants shall be developed and include the following elements and criteria:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• A description of any areas of habitat occupied by special-status plants to be preserved and/or removed by the project; • Identification and evaluation of the suitability of on-site or off-site areas for preservation, restoration, enhancement or translocation; • Analysis of species-specific requirements and considerations and specific criteria for success relative to the project's impact on this species and restoration, enhancement or translocation; • A description of proposed methods of preservation, restoration, enhancement, and/or translocation; • A description of specific performance standards, including a required replacement ratio and minimum success standard of 1:1 for impacted individuals or populations; • A monitoring and reporting program to ensure mitigation success; and • A description of adaptive management and associated remedial measures to be implemented in the event that performance standards are not achieved. **BIO-3** **Focused Special-Status Species Avoidance and Construction Monitoring.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, high-visibility exclusion fencing shall be installed around all adjacent special-status species habitat identified during the preconstruction surveys. Exclusion fencing shall be located so as to preclude encroachment within the root-zone of any special-status plants by construction crews or vehicles. Exclusion fencing shall be retained during project construction. A biological monitor shall accompany the work crew during installation of fencing to prevent	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		harm to species that may be active present and moving along the fence route. A qualified biologist shall monitor vegetation removal and ground-disturbing activities during all work hours for off-pavement work or once a week for all other construction activities. The monitor shall check the exclusion fencing and buffers for active nesting birds once a week, and shall verify when juveniles have fledged if found present prior to the start of construction. The biologist shall have stop-work authority in the event that a special-status species is found within the active construction footprint. During construction, the biological monitor shall keep a daily observation log and a photo log to describe monitoring activities, remedial actions, non-compliance, and other issues and actions taken. **BIO-4** **Sensitive Vegetation Communities Compensation.** Direct impacts to sensitive vegetation communities shall be mitigated via a combination of on-site and off-site measures. On-site measures shall include rehabilitation for areas temporarily impacted at a 1:1 mitigation ratio, and enhancement for areas permanently impacted at a 2:1 mitigation ratio. Areas temporarily impacted shall be returned to conditions similar to those that existed prior to grading and/or ground-disturbing activities. Areas permanently impacted shall be mitigated through on-site enhancement activities including removal of non-native and invasive species for a minimum of three years. If additional area is needed to compensate for permanent impacts at a 2:1 ratio, then an off-site location will be identified and evaluated. A Habitat Mitigation and Monitoring Plan shall be prepared and implemented to compensate for the loss of all sensitive vegetation communities.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		The Habitat Mitigation and Monitoring Plan shall detail the habitat restoration activities and shall specify the criteria and standards by which the revegetation and restoration actions will compensate for impacts of the Proposed Project on sensitive vegetation communities and shall at a minimum include discussion of the following: • The rehabilitation and enhancement objectives, type, and amount of revegetation to be implemented taking into account enhanced areas where non-native invasive vegetation is removed and replanting specifications that take into natural regeneration of native species when applicable. • The specific methods to be employed for revegetation. • Success criteria and monitoring requirements to ensure vegetation community restoration success. • Remedial measures to be implemented in the event that performance standards are not achieved. BIO-5 **Focused Special-Status Wildlife Surveys.** If construction associated with CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a focused survey for special-status wildlife during the appropriate seasonal survey window for each species. Focal species shall include the following species: southern California rufous-crowned sparrow, burrowing owl, ferruginous hawk, prairie falcon, loggerhead shrike, coastal California gnatcatcher, yellow warbler, Le Conte's thrasher, least Bell's vireo, Crotch's bumble bee, Coachella giant sand treader cricket, Coachella Valley Jerusalem cricket, pallid bat, pallid San Diego pocket mouse, Townsend's big-eared bat, San Diego desert woodrat, Peninsular bighorn sheep, Palm Springs pocket mouse,	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		Los Angeles pocket mouse, Palm Springs round-tailed ground squirrel, Southern California legless lizard, California glossy snake, coastal whiptail, southern rubber boa, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Coachella Valley fringe-toed lizard. If special-status species are not detected, no further surveys or mitigation is necessary. If any individuals are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status wildlife shall be developed and include the elements and criteria included in Mitigation Measure **BIO-2**. **BIO-6** **Preconstruction Nesting Bird Surveys.** If construction activities occur during the avian breeding season (February 1 through August 31), a focused bird nest survey shall be conducted by a qualified biologist within 72 hours of commencement of construction. The pre-construction survey shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. If active nests are discovered during the nest survey, those nests shall be avoided until the young have fledged. Appropriate nest setback distances shall be implemented during construction based on applicability of noise attenuation measures, the topography between the nest and the proposed disturbance activity, and the surrounding vegetation. These setbacks shall be a minimum of 300 feet for passerine species and 500 feet for raptor species. **BIO-7** **Preconstruction Wildlife Surveys.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		pre-construction surveys to determine if special-status wildlife species are present no more than two weeks prior to the beginning of construction. If special-status wildlife species are observed within the construction area prior to or during construction activities, the biologist shall relocate such individuals out of the area affected by construction activities to nearby habitat that has equivalent value to support the species. The biologist shall identify suitable habitats as potential release sites prior to start of construction activities. If the special-status species is a Federally- or State-listed as threatened or endangered, the biologist shall notify the US Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as appropriate, prior to capture and relocation to obtain approval.	
Impact 3.3-2	**Riparian Habitat**. The project would have a substantial adverse effect on riparian habitat or other sensitive natural communities.	Refer to Mitigation Measures **BIO-1** through **BIO-4** above.	Significant and unavoidable impact
Impact 3.3-3	**Wetlands**. The project would have a potentially substantial adverse effect on State or Federally protected wetlands through direct removal, filling, or hydrological interruption.	Refer to Mitigation Measures **BIO-3**, **BIO-7**, and: **BIO-8** **Aquatic Resources Delineation, Avoidance, and Compensation.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a formal aquatic resources jurisdictional delineation to determine the extent of jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife within the impact area. CIP and Cabazon Community Plan development projects shall be designed to avoid jurisdictional aquatic resources regulated by the	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		US Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife through design changes or implementation of alternative construction methodologies. Staking, flagging, and/or fencing shall be established to demarcate no-work areas, which shall include Jurisdictional aquatic resources plus the required buffer established by the applicable regulatory agencies (typically, a minimum 100-foot buffer), to be avoided. For CIP and Cabazon Community Plan development projects that will directly or indirectly impact jurisdictional aquatic resources, the County or Applicant shall obtain the required Federal and/or State permits from the US Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife, pursuant to Sections 404 and 401 of the Clean Water Act and Section 1600 et seq. of the California Fish and Game Code, respectively. Permits are required to be obtained by the County or Applicant before the impact to the resources. Permits may include additional conditions of approval, such as compensatory mitigation.	
Impact 3.3-4	**Movement of Species, Established Native Resident, or Migratory Wildlife Corridors**. The project would have the potential to interfere with the movement of native resident or migratory fish or wildlife species or established wildlife corridors.	Refer to Mitigation Measures **BIO-1** and **BIO-6**.	Significant and unavoidable impact
Impact 3.3-5	**Local Policies or Ordinances Protecting Biological Resources**. The project would conflict with local policies or ordinances protecting biological resources.	Refer to Mitigation Measures **BIO-1** through **BIO-8**.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.3-6	**Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan**. The project would conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan.	Refer to Mitigation Measures **BIO-1** through **BIO-8**.	Significant and unavoidable impact
Impact 3.3-7	**Cumulative Impacts**. The project would have the potential to result in a significant cumulative impact related to biological resources.	Refer to Mitigation Measures **BIO-1** through **BIO-8**.	Cumulatively considerable impact
Section 3.4 Cultural and Tribal Cultural Resources			
Impact 3.4-1	**Historical Resources**. The project would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	**CUL-1 Avoidance of Historical Built Environment Resources.** If a project site contains a known significant built environment historic resource, project design plans shall be revised, where feasible, to avoid direct or indirect impacts to known historical built environment resources. Avoidance measures may include, but are not limited to, realignment of project components such as pipelines, utility routes, access improvements, or other ground-disturbing features to maintain protective buffers around identified resources. Avoidance shall be demonstrated to the satisfaction of the Riverside County Archaeologist prior to approval of final construction plans. **CUL-2 Treatment of Historical Resources in Accordance with the Secretary of the Interior's Standards.** Where avoidance is not feasible and rehabilitation is proposed, project components that could affect built environment historic resources shall be designed and implemented in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards),	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		specifically the Standards for Rehabilitation, as applicable. Prior to approval of final construction plans, the following actions shall be completed: • A qualified architectural historian or historic architect shall evaluate the proposed project for compliance with the SOI Standards. • If the project is not in compliance, the qualified professional shall provide recommendations for project design modifications necessary to achieve compliance with the SOI Standards. • If compliance with the SOI Standards is determined to be infeasible, the project applicant shall implement Mitigation Measure CUL-4, or other additional mitigation identified by the Riverside County Archaeologist, to reduce impacts to the historical resource. **CUL-3** **Evaluation of Unevaluated Historic-Age Built Environment Resources.** If an unevaluated historic-age built environment resource is identified within a project's construction limits of disturbance or within the project's area of potential effects, the following measures shall be implemented to determine whether the resource qualifies as a historical resource under CEQA. A qualified architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall conduct a formal survey, recordation, and evaluation of the resource for eligibility in the California Register of Historical Resources (CRHR) pursuant to CEQA Guidelines Section 15064.5(a). The evaluation shall be sufficient to determine whether the resource is a historical resource and whether the project could cause a substantial adverse change to its significance pursuant to CEQA Guidelines Section 15064.5(b).	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		Documentation of the evaluation, including the methods, analysis, findings, and conclusions regarding CRHR eligibility, shall be prepared by the architectural historian and submitted to the Riverside County Archaeologist for review and concurrence. Until the CRHR evaluation is completed and a determination is made, the resource shall be treated as a potential historical resource. If the resource is encountered during construction activities, work shall stop in the vicinity of the find and the resource shall be protected in place until appropriate evaluation and treatment measures are determined. If the resource is determined to be a historical resource under CEQA, the following hierarchy shall apply: • Avoidance shall be implemented where feasible, consistent with Mitigation Measure CUL-1. • If avoidance is not feasible, the project shall implement Mitigation Measure CUL-2, and any additional mitigation identified by the Riverside County Archaeologist to reduce impacts to a less than significant level. **CUL-4** **Documentation of Historical Resources When Avoidance and Treatment Are Infeasible**. If a known built environment historical resource cannot be avoided, project impacts would result in partial or full alteration or demolition of the resource, and compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) is determined to be infeasible, the following documentation measures shall be implemented to mitigate significant adverse changes pursuant to CEQA Guidelines Section 15064.5(b)(4).	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		Prior to commencement of construction activities that would affect the historical resource, the project applicant shall prepare a Level II (or equivalent) Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscapes Survey (HALS), as appropriate for the type of resource. Documentation shall be prepared by a qualified historic preservation professional and shall include measured drawings, large-format photographs, and a written historical narrative describing the resource's significance and context. To ensure long-term public access and archival preservation, copies of the completed documentation shall be submitted to a local archive identified by the County, and to other repositories or interested parties as identified by the Riverside County Archaeologist. If implementation of the project would require demolition of a historical resource, the project applicant shall complete Mitigation Measures CUL-5 and CUL-6 in addition to this measure. **CUL-5** **Interpretation of Historical Resources.** Where a known built environment historical resource would be partially or fully altered or demolished, an interpretive program shall be prepared and implemented to communicate the resource's architectural and historical significance to the public. The interpretive program shall include one or more of the following, as approved by the Riverside County Archaeologist:	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Physical interpretation, such as on-site or off-site displays, plaques, panels, or exhibits incorporating historic documentation, photographs, drawings, or narratives; and/or • Digital or online interpretation, such as story maps, project or agency websites, or other publicly accessible electronic media presenting the history and significance of the resource. The interpretive program shall be reviewed and approved by the County prior to implementation. The project applicant shall provide documentation demonstrating completion of the program and provision of public access, to the satisfaction of the Riverside County Archaeologist. **CUL-6** **Salvage of Character-Defining Features.** Where a known built environment historical resource would be partially or fully altered or demolished, salvage of character-defining architectural features and materials shall be conducted to the extent feasible. Salvage activities shall comply with the following requirements: • Salvage shall be conducted under the direction of a qualified architectural historian or historic architect. • Removal of materials shall be carried out using careful methods to avoid unnecessary damage or loss of character-defining features. • Salvaged materials shall be reused, where feasible, in new construction associated with the project or incorporated into interpretive features, displays, or exhibits that convey the historical significance of the resource.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)		Level of Significance
			The extent and disposition of salvaged materials shall be documented and submitted to the Riverside County Archaeologist for review.	
Impact 3.4-2	**Archaeological Resources**. The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	**CUL-7**	**Unanticipated Resources.** The developer/permit holder or any successor in interest shall comply with the following for the life of the permit: • If, during ground disturbance activities, unanticipated cultural resources* and/or Tribal Cultural Resources** are discovered, the following procedures shall be followed: o All ground disturbance activities within 100 feet of the discovered cultural resource/Tribal Cultural Resources shall be halted and the project archaeologist shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist,*** the Native American tribal representative, and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, avoidance, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. o Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined as being a feature and/or three or more artifacts in close association with each other. Tribal Cultural Resources are also considered cultural resources.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		** Tribal Cultural Resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or resources that the lead agency determines, in its discretion, are tribal cultural resources. ***If not already employed by the project developer, a County-approved archaeologist and a Native American monitor from the consulting tribe(s) shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.. **CUL-8** **Environmental Constraints Sheet (ECS) – Resource Relocation and Reburial Area.** The developer/applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the grading plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. In addition, at least one permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading or other ground-disturbing activity. **CUL-9** **Project Archaeologist/Archaeological Monitor.** Prior to the issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that a County-certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. • A Cultural Resource Monitoring Plan shall be developed in consultation with the monitoring tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural,	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		and historic resources to a level that is less than significant, and address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and digitally signed copy of the monitoring plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. • Working directly under the Project Archaeologist, an adequate number of qualified archaeological monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all ground and/or other ground-disturbing activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. • The Professional Archaeologist may submit a detailed letter to Riverside County during grading, requesting a modification to the monitoring program if circumstances are encountered that reduce or increase the need for monitoring. **CUL-10** **Feature Relocation.** For known cultural sites that cannot be avoided throughout project redesign, prior to grading permit issuance, the project supervisor and Project Archaeologist and a representative from the consulting tribe(s) shall meet on-site to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start, and using professional archaeological methods, any visible artifacts associated with a feature shall be recovered and recorded, and photo documentation of each feature in situ shall occur. The current California Department of Parks and Recreation forms for the sites shall be completed and/or updated, detailing which features were relocated, the process through which this was done, and including updated maps using submeter GIS technology to document the new	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		location of each feature. The relocation information shall be included in the Phase IV monitoring report. **CUL-11** **Controlled Grading.** To address controlled grading with potential to impact bedrock milling features, a plan will be developed and included in the Cultural Resource Monitoring Plan by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation, and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report. **CUL-12** **Temporary Fencing.** Temporary fencing shall be required for the protection of known cultural site(s) during grading or other ground-disturbing activities. Prior to commencement of grading or brushing or other ground-disturbing activities, the Project Archaeologist shall confirm the site boundaries and determine an adequate buffer for protection of the site(s). The developer/applicant shall direct the installation of fencing under the supervision of the Project Archaeologist and Native American monitor. The fencing can be removed only after grading or other ground-disturbing operations have been completed. **CUL-13** **Artifact Disposition.** In the event that cultural resources are identified during ground-disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources (with the exception of sacred items, burial goods, and human remains) and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago) have been handled through the following methods: • Historic Archaeological Resources: All historic archaeological materials recovered during archaeological investigations (including collections made during an earlier project, such as	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for Curation of Archaeological Resources, ensuring access and use pursuant to the Guidelines. • Pre-Contact Resources: A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analyses, and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV report as a confidential appendix. • The details of any disposition of artifacts shall be documented in the Phase IV report, which shall be provided prior to Grading Permit Final Inspection. **CUL-14** **Deed Restrictions.** At the conclusion of all construction activities, the project proponent and landowner shall record a deed restriction on the avoidance areas (and the reburial location, if applicable) with the County to restrict development of these areas in the future. Deed restrictions shall not disclose the nature of the avoidance areas. A copy of the deed restrictions shall be submitted to the County planning staff as proof of compliance prior to the issuance of certificates of occupancy for the project.	
Impact 3.4-3	**Human Remains**. The project could disturb human remains, including those interred outside of formal cemeteries.	None required.	Less than significant impact
Impact 3.4-4	**Tribal Cultural Resources**. The project would cause a substantial	None required.	Significant and

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.		unavoidable impact
Impact 3.4-5	**Cumulative Impacts**. The project would result in a significant cumulative impact related to cultural and tribal cultural resources.	Mitigation Measures **CUL-1** through **CUL-12**.	Cumulatively considerable impact
Section 3.5 Energy			
Impact 3.5-1	**Consumption of Energy Resources**. The project could result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-4, AQ-6, AQ-7,** and **AQ-9.**	Less than significant impact with mitigation incorporated
Impact 3.5-2	**State or Local Plan for Renewable Energy or Energy Efficiency**. The project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-6**, **AQ-7, GHG-1**, and **GHG-2**.	Less than significant impact with mitigation incorporated

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.5-3	**Cumulative Impacts**. The project could have the potential to result in a significant cumulative impact related to energy conservation.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-4, AQ-6, AQ-7, AQ-9, GHG-1**, and **GHG-2**	Less than cumulatively considerable
Section 3.6 Geology and Soils			
Impact 3.6-1a	**Risk of Loss, Injury, or Death Involving Rupture of Alquist-Priolo Fault**. The project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault.	None required.	Less than significant impact
Impact 3.6-1b	**Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking**. The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	None required.	Less than significant impact
Impact 3.6-1c	**Risk of Loss, Injury, or Death Involving Seismic-related Ground Failure**. The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	involving seismic-related ground failure, including liquefaction.		
Impact 3.6-1d	**Risk of Loss, Injury, or Death Involving Landslides**. The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.	None required.	Less than significant impact
Impact 3.6-2	**Soil Erosion or Loss of Topsoil**. The project could result in substantial soil erosion or the loss of topsoil.	None required.	Less than significant impact
Impact 3.6-3	**Unstable Geologic Unit or Soil**. The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	None required.	Less than significant impact
Impact 3.6-4	**Expansive Soils**. The project could be located on expansive soils, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	None required.	Less than significant impact
Impact 3.6-5	**Septic Tanks**. The project could have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)		Level of Significance
	available for the disposal of wastewater.			
Impact 3.6-6	**Paleontological Resources or Unique Geologic Features**. The project would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**GEO-1**	**Paleontological Resources Impact Mitigation Program.** For projects wholly and/or partially within High (4), Moderate (3), or Low (2) paleontological sensitivity zones as depicted in Figure 3.6-5, Paleontological Sensitivity Map of this PEIR, that could encounter sensitive formations during grading or excavation at the ground surface (High) or at depth below the ground surface (Low, Moderate), the County shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist (i.e., possesses a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research and at least four months of supervised field and analytic experience in general North American paleontology). Prior to the issuance of grading permits, a project-specific plan for monitoring site grading/earthmoving activities shall be prepared and implemented by a qualified paleontologist approved by the County (project paleontologist). The project paleontologist shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate and document these requirements in a Paleontological Resource Impact Mitigation Program (PRIMP) to reduce any potential impacts to significant paleontological resources. The PRIMP shall outline where monitoring is required within the project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring (below a depth of 10 feet below the original ground surface) and discoveries treatment, and paleontological methods, reporting, and collections management.	Less than significant impact with mitigation incorporated

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: • A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed. • PRIMP must be accompanied by the final grading plan for the subject project. • Description of the proposed site and planned grading operations. • Description of the level of monitoring required for all earth-moving activities in the project area. • Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. • Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. • Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. • Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays. • Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. • Procedures and protocol for collecting and processing samples and specimens.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		• Fossil identification and curation procedures to be employed. • Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading. • All pertinent exhibits, maps, and references. • Procedures for reporting findings. • Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution. • All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g., PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)		Level of Significance
			Prior to the start of ground-disturbing activities, the SVP-qualified paleontologist shall attend the project preconstruction meeting to consult with the grading and excavation contractors concerning the grading plan and paleontological field techniques and shall provide or supervise a paleontological sensitivity training to all personnel involved with earth-moving activities. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if encountered during construction. For projects wholly within Low or Very Low paleontological sensitivity zones, grading is not expected to impact sensitive deposits at any depth. For these projects, retention of a qualified paleontologist is not required unless an unexpected discovery is made during project activities, or further geotechnical studies determine the paleontological sensitivity of the sediments underlying the project area is higher than initially identified.
		GEO-2	**Monitoring.** For projects wholly and/or partially within High paleontological sensitivity zones as depicted in Figure 3.6-5, Paleontological Sensitivity Map of this PEIR, the qualified paleontologist, or a qualified paleontological monitor as determined by the qualified paleontologist, shall monitor earthwork affecting the aforementioned geological units or supervise the monitoring of these activities by a paleontological monitor. If any paleontological resources are encountered on the project area, the qualified paleontologist or the paleontological monitor shall halt all ground-disturbing activities within 50 feet of the find until a significance determination is made. If the fossils are determined to be significant, the qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures: • The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		curated with an appropriate institution with a research interest in the materials (such as the Western Science Center); • The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and • The paleontologist shall ensure that curation of fossils is completed in consultation with the County. A letter of acceptance from the curation institution shall be submitted to the County. The qualified paleontologist will determine when work within the immediate vicinity of the find may resume or otherwise expand or reduce the construction exclusion buffer as warranted to ensure proper treatment of resources. The qualified paleontologist may reduce the frequency of monitoring or cease monitoring altogether if warranted by observations of specific site conditions. For projects wholly or partially within Moderate or Low paleontological sensitivity zones as depicted in Figure 3.6-5, Paleontological Sensitivity Map of this PEIR, if excavations below a depth of 10 feet below the original ground surface (i.e., 10 feet below the surface of native sediments with low or moderate sensitivity) are planned for the project, a qualified paleontologist or a qualified paleontological monitor must be present to spot-check the excavations for paleontological resources when depth first reach the 10-foot depth. The qualified paleontologist shall determine if the sediments are old enough and fine-grained enough to warrant further monitoring. If the qualified paleontologist determines paleontological monitoring is not necessary at the 10-foot depth due to subsurface geological conditions, then paleontological spot-checking shall occur at 5-foot increments below 10 feet to determine the suitability for fossil preservation.	

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		For projects wholly within Very Low sensitivity zones as depicted in Figure 3.6-5, Paleontological Sensitivity Map of this PEIR, Mitigation Measure GEO-2 does not apply. **GEO-3** **Unexpected Discovery.** Should any paleontological resources (unexpected discovery) be discovered on any project where Mitigation Measure GEO-2 was not already implemented, ground-impacting activities shall be halted in the immediate 50-foot radius of the find and shall not occur in the area of the discovery until a qualified paleontologist has been brought on to determine the significance of the find. If significance criteria are met, then the qualified paleontologist must perform data recovery, identification, and other special studies to determine the significance of the find. Based on the finding's potential significance, the qualified paleontologist may then recommend a new project mitigation plan to lessen potential paleontological impacts of remaining ground-disturbing phases of the project according to procedures put forth in Mitigation Measure GEO-1. If the unexpected find is determined to have no significance, the work area shall be released by the qualified paleontologist, and no further mitigation shall be required.	
Impact 3.6-7	**Cumulative Impacts**. The project would not result in a significant cumulative impact related to geology and soils.	Refer to Mitigation Measures **GEO-1** through **GEO-3**.	Less than cumulatively considerable
Section 3.7 Greenhouse Gas Emissions			
Impact 3.7-1	**Greenhouse Gas Emissions**. The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-4, AQ-6, AQ-7,** and **AQ-9**. **GHG-1** To ensure GHG emissions resulting from new development are reduced to levels necessary to meet California State targets, the County of Riverside shall require all new discretionary development pursuant to the Cabazon Community Plan to comply with applicable Implementation Measures of the Riverside County Climate Action Plan.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		GHG-2 In lieu of a project-specific GHG analysis, future discretionary projects pursuant to the Cabazon Community Plan shall incorporate GHG reduction measures within the Riverside County Climate Action Plan (CAP) into project design. Prior to project approval, the project Applicant shall: 1. Identify the applicable GHG reduction measures for the project's land use type found in the Screening Tables within the Riverside County Climate Action Plan (CAP); 2. Incorporate measures demonstrating substantial consistency with the County's established GHG reduction goals for that sector; and 3. Provide documentation showing how the measures would be incorporated. For projects submitted during the transition between CAP versions, the project Applicant shall select compliance under either framework at the County's discretion, provided the selected measures remain consistent with current County policies. Compliance with Implementing Measures identified in the applicable CAP framework shall constitute sufficient mitigation of project GHG impacts.	
Impact 3.7-2	**Conflict with Applicable Plans, Policies, or Regulations**. The project would have the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-4, AQ-6, AQ-7, AQ-9, GHG-1, and GHG-2**.	Significant and unavoidable impact
Impact 3.7-3	**Cumulative Impacts**. The project would have the potential to result in a significant cumulative impact related to greenhouse gas emissions.	Refer to Mitigation Measures **AQ-1, AQ-2, AQ-4, AQ-6, AQ-7, AQ-9, GHG-1, and GHG-2**.	Cumulatively considerable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Section 3.8 Hazards and Hazardous Materials			
Impact 3.8-1	**Transport, Use, or Disposal of Hazardous Materials**. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	None required.	Less than significant impact
Impact 3.8-2	**Accidental Release of Hazardous Materials**. The project could have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	**HAZ-1** Prior to issuance of any grading or building permit (whichever occurs first) on a site identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5 or Superfund National Priorities List (NPL), a formal Phase I Environmental Site Assessment (ESA) shall be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI) and shall be submitted to the Riverside County Department of Environmental Health for review and approval. The Phase I ESA shall identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience prior to demolition, and/or construction. The Hazardous Materials Specialist shall identify proper remedial activities appropriate to the hazardous material(s) found (e.g., removal and disposal; bio-remediation; pump and treat; soil vapor extraction, and in situ oxidation), as necessary. **HAZ-2** Phase II testing shall be performed for any structure suspected of containing lead or asbestos prior to demolition activities by a qualified Hazardous Materials Specialist. Removal of Lead Based Paints (LBPs) and Asbestos Containing Materials (ACMs) must be completed in accordance with a Health and Safety Plan prepared by a qualified LBP and ACM Specialist and reviewed and approved	Less than significant impact with mitigation incorporated

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		by the Riverside County Department of Environmental Health (RCDEH). Disposal of LBPs and ACMs must be done at an approved disposal facility.	
Impact 3.8-3	**Hazardous Emissions Near an Existing or Proposed School**. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	None required.	Less than significant impact
Impact 3.8-4	**Hazardous Material Site**. The project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create significant hazard to the public or the environment.	Refer to Mitigation Measures **HAZ-1** and **HAZ-2**.	Less than significant impact with mitigation incorporated
Impact 3.8-5	**Public Airport or Private Airstrip**. The project is located within an airport land use plan within 2 miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area.	None required.	Less than significant impact
Impact 3.8-6	**Emergency Plans**. The project would not impair implementation of or physically interfere with an adopted	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	emergency response plan or emergency evacuation plan.		
Impact 3.8-7	**Wildland Fire**. The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	None required.	Less than significant impact
Impact 3.8-8	**Cumulative Impacts**. The project would not result in a significant cumulative impact related to hazards and hazardous materials.	Refer to Mitigation Measures **HAZ-1** and **HAZ-2**.	Less than cumulatively considerable
Section 3.9 Hydrology and Water Quality			
Impact 3.9-1	**Violation of Water Quality Standards. The project** could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	None required.	Less than significant impact
Impact 3.9-2	**Groundwater Supplies**. The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.	None required.	Less than significant impact
Impact 3.9-3	**Erosion or Siltation, Drainage, or Flooding**. The project could alter the existing drainage pattern of the site or area in a manner which could result in erosion or siltation on- or offsite;	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	increase the rate or amount of surface runoff which could result in flooding on- or offsite; and create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		
Impact 3.9-4	**Inundation by Flood, Seiche, or Tsunami**. Project implementation would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	None required.	Significant and unavoidable impact
Impact 3.9-5	**Water Quality Control Plan or Sustainable Groundwater Management Plan**. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	None required.	Less than significant impact
Impact 3.9-6	**Cumulative Impacts**. The project would result in a significant cumulative impact to hydrology and water quality.	None required.	Cumulatively considerable impact
Section 3.10 Land Use and Planning			
Impact 3.10-1	**Physically Divide an Established Community**. The project could physically divide an established community.	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.10-2	**Conflict with an Applicable Plan**. The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Refer to Mitigation Measures **AQ-1** through **AQ-11**.	Significant and unavoidable impact
Impact 3.10-3	**Cumulative Impacts**. The project would not result in cumulative land use impacts.	None required.	Less than cumulatively considerable
Section 3.11 Noise			
Impact 3.11-1	**Exceed Noise Standards**. The project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**NOI-1** For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of any grading permit, the individual property owner/developer shall ensure through contract specifications that construction best management practices (BMPs) will be implemented by all project contractors to reduce construction noise levels. Contract specifications shall be included in construction documents, which shall be reviewed and approved by the County of Riverside Planning Department prior to issuance of a grading or building permit (whichever is issued first). BMPs to reduce construction noise levels may include, but are not limited to, the following: • Ensure that construction equipment is properly muffled according to industry standards and is in good working condition. • Place noise-generating construction equipment and construction staging areas away from sensitive uses. • Implement noise attenuation measures, as needed, which may include, but are not limited to, temporary noise barriers	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners and residents to contact the job superintendent. **NOI-2** For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of building permits, the individual property owner/developer shall be responsible for implementing the following measures to limit on-site operational stationary noise impacts: • Any proposed development projects that include parking structures, terminals, or loading docks of commercial or industrial land uses shall demonstrate compliance with Noise Policy N 4.8 of the County's Noise Element by submitting an Acoustical Report prepared to the satisfaction of the Planning Director that identifies design measures to adequately minimize the potential noise impacts of vehicles on the site to adjacent land uses. • For any future development project that includes stationary noise sources such as parking facilities, loading areas, mechanical equipment, or utility systems located in proximity to noise-sensitive receptors, the property owner/developer shall submit an Acoustical Report prepared to the satisfaction of the Planning Director. Consistent with Riverside County General Plan Noise Element Policies N 4.3 and N 4.4, the	

TABLE ES-1, CONTINUED

<table>
<tr><th colspan="2">Impact Statement(s)</th><th colspan="2">Mitigation Measure(s)</th><th>Level of Significance</th></tr>
<tr><td></td><td></td><td colspan="2">analysis shall evaluate the potential for significant stationary source noise impacts and identify feasible design, operational, or structural noise reduction measures to ensure County noise standards are met. Noise reduction measures may include, but are not limited to, site planning and layout revisions to provide shielding by buildings or enclosures, installation of sound walls or barriers, and selection or modification of quieter-rated equipment or technologies.
• The Acoustical Report shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the County's exterior and interior noise standards. The individual project owner/developer shall submit the Acoustical Report to the Planning Director for review and approval. Upon approval by the Planning Director, the proposed acoustic design features shall be incorporated into the future development.</td><td></td></tr>
<tr><td>Impact 3.11-2</td><td>Excessive Vibration or Noise. The project would result in the generation of excessive groundborne vibration or groundborne noise levels.</td><td>NOI-3</td><td>For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), the individual property owner/developer shall be required to submit a Construction Vibration Mitigation Plan (CVMP) prior to issuance of a grading permit for projects involving construction equipment with the potential to generate high vibration levels, including, but not limited to, pile drivers, vibratory rollers, large bulldozers, and loaded trucks. The CVMP shall be required when vibration-generating construction equipment operates within the buffer distance from a historic building, as identified in the table below.
<table>
<tr><th rowspan="2">Construction Equipment</th><th colspan="2">Historic Buildings (Threshold of 0.08 inch/sec)</th></tr>
<tr><th>Distance (feet)</th><th>Vibration Levels (inch/sec PPV)</th></tr>
</table></td><td>Significant and unavoidable impact</td></tr>
</table>

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)				Level of Significance
			Pile Driving (Impact)	180	0.0786	
			Vibratory Roller	50	0.0742	
			Hoe Ram	27	0.0793	
			Cassion Drilling	27	0.0793	
			Large Bulldozer	27	0.0793	
			Loaded Trucks	25	0.0760	
			Jackhammer	15	0.0753	
			Small Bulldozer	3	0.0722	
		The CVMP shall identify potential project-specific construction vibration impacts and specify appropriate vibration control measures to be implemented to reduce such impacts to less than Caltrans' 0.08 inch/sec PPV threshold for a historic building. Required vibration control measures shall be incorporated into the project's construction plans and contract specifications. The CVMP shall be subject to review and approval by the County of Riverside Planning Department prior to issuance of a grading permit.				
		NOI-4 For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), the individual property owner/developer shall be required to submit a Construction Vibration Mitigation Plan (CVMP) prior to issuance of a grading permit for projects involving construction equipment with the potential to generate high vibration levels, including, but not limited to, pile drivers, vibratory rollers, large bulldozers, and loaded trucks. The CVMP shall be required when vibration-generating construction equipment operates within the buffer distance from a conventional building, as identified in the table below. A conventional building is				

TABLE ES-1, CONTINUED

<table>
<tr><th colspan="2">Impact Statement(s)</th><th>Mitigation Measure(s)</th><th>Level of Significance</th></tr>
<tr><td></td><td></td><td>defined as non-engineered timber and masonry buildings; engineered concrete and masonry (no plaster) buildings; and reinforced concrete, steel, or timber (no plaster) buildings.

<table>
<tr><th rowspan="2">Construction Equipment</th><th colspan="2">Conventional Buildings (Threshold of 0.2 inch/sec PPV)</th></tr>
<tr><th>Distance (feet)</th><th>Vibration Levels (inch/sec PPV)</th></tr>
<tr><td>Pile Driving (Impact)</td><td>100</td><td>0.1898</td></tr>
<tr><td>Vibratory Roller</td><td>27</td><td>0.1871</td></tr>
<tr><td>Hoe Ram</td><td>15</td><td>0.1915</td></tr>
<tr><td>Cassion Drilling</td><td>15</td><td>0.1915</td></tr>
<tr><td>Large Bulldozer</td><td>15</td><td>0.1915</td></tr>
<tr><td>Loaded Trucks</td><td>14</td><td>0.1814</td></tr>
<tr><td>Jackhammer</td><td>8</td><td>0.1933</td></tr>
<tr><td>Small Bulldozer</td><td>2</td><td>0.1326</td></tr>
</table>

The CVMP shall identify potential project-specific construction vibration impacts and specify appropriate vibration control measures to be implemented to reduce such impacts to less than the FTA's 0.2 inch/sec PPV threshold. Required vibration control measures shall be incorporated into the project's construction plans and contract specifications. The CVMP shall be subject to review and approval by the County of Riverside Planning Department prior to issuance of a grading permit.</td><td></td></tr>
</table>

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		NOI-5 Impact pile drivers shall be avoided to eliminate excessive vibration levels when feasible. Drilled piles or similar methods are alternatives that shall be utilized where geological conditions permit their use. In the event that drilled piles are not feasible, the project applicant shall prepare and submit to the County of Riverside Planning Department, prior to the issuance of grading permits, a geotechnical report providing substantial evidence that impact piles are required. **NOI-6** For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of any grading permit, the County of Riverside Planning Department shall review industrial development projects and verify whether any proposed uses are capable of generating substantive vibration. In the event such a use would occur, a Vibration Assessment shall be prepared, to the satisfaction of the County of Riverside Planning Department, which demonstrates stationary operational industrial equipment would not exceed the FTA's vibration threshold of 0.2 inch/sec PPV at offsite conventional buildings or Caltrans' vibration threshold of 0.08 inch/sec PPV at historic buildings.	
Impact 3.11-3	**Public Airport or Private Airstrip**. The project would not be located in the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels.	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.11-4	**Cumulative Impacts**. The project would result in a significant cumulative noise impact.	Refer to Mitigation Measures **NOI-1** through **NOI-6**.	Cumulatively considerable impact
Section 3.12 Population and Housing			
Impact 3.12-1	**Induce Unplanned Population Growth**. The project could induce substantial unplanned population growth in an area, either directly or indirectly.	None required.	Less than significant impact
Impact 3.12-2	**Displace Existing People or Housing**. The project could displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	None required.	Less than significant impact
Impact 3.12-3	**Cumulative Impacts.** The project could have the potential to result in a significant cumulative impact related to population and housing.	None required.	Less than cumulatively considerable
Section 3.13 Public Services and Recreation			
Impact 3.13-1a	**Fire Protection**. The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	impacts for the public service of fire protection.		
Impact 3.13-1b	**Sheriff Protection**. The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of sheriff protection.	None required.	Less than significant impact
Impact 3.13-1c	**Schools**. The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of schools.	None required.	Less than significant impact
Impact 3.13-1d	**Parks**. The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of parks.	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.13-1e	**Other Facilities**. The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of other public facilities.	None required.	Less than significant impact
Impact 3.13-2	**Deterioration of Existing Recreational Facilities**. The project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	None required.	Less than significant impact
Impact 3.13-3	**Add or Expand Recreational Facilities**. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	None required.	Less than significant impact
Impact 3.13-4	**Cumulative Impacts**. The project could result in a cumulatively considerable impact to public services or recreation.	None required.	Less than cumulatively considerable
Section 3.14 Transportation			

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.14-1	**Conflict with an Applicable Program, Plan, Ordinance, or Policy**. The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Refer to Mitigation Measures **AQ-1** through **AQ-11, GHG-1** and **GHG-2**.	Significant and unavoidable impact
Impact 3.14-2	**Conflict with CEQA Guidelines Section 15064.3(b)**. The project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	**TRA-1** Prior to issuance of building permits for any non-residential development accommodated by the project, the project shall be reviewed against the with the vehicle miles traveled (VMT) screening criteria identified in the County of Riverside Transportation Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (County Guidelines), dated December 2020 (or more recent edition). Projects that do not meet the screening criteria shall prepare a project-level VMT analysis consistent with County Guidelines. If the project-level analysis determines that the proposed development would exceed applicable VMT significance thresholds, the applicant shall identify and implement all feasible Transportation Demand Management (TDM) strategies and/or physical improvements capable of reducing VMT. Feasible measures shall be selected from the County Guidelines and the most recent California Air Pollution Control Officers Association (CAPCOA) Handbook, and may include, but are not limited to, the following: 1. Provision of bus stop improvements or on-site mobility hubs. 2. Pedestrian improvements (on-site or off-site) to enhance connectivity to transit stops, services, schools, and commercial areas. 3. Bicycle programs, such as purchase incentives, secure storage, maintenance services, and on-site education programs.	Significant and unavoidable impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		4. Enhancements to the citywide bicycle network. 5. Parking reductions and/or pricing strategies to encourage transit use, active transportation, or shared mobility. 6. Transit subsidies, passes, grants, or financial incentives for public transportation use. 7. Provision of enhanced or more frequent bus service. 8. Implementation of shuttle services. The effectiveness of selected measures shall be quantified using CAPCOA methodologies or other County-approved methods. Implementation of all feasible VMT reduction measures shall be incorporated into project design and included as conditions of approval, subject to verification by the County.	
Impact 3.14-3	**Design Features**. The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	None required.	Less than significant impact
Impact 3.14-4	**Emergency Access**. The project could result in inadequate emergency access.	**TRA-2** Prior to issuance of grading permits, the project applicant shall prepare a Construction Transportation Plan (CTP) for approval by the County of Riverside Traffic Engineer. The CTP shall include measures to minimize potential safety impacts during the short-term construction process if partial or full lane closures are required. The CTP shall specify that one direction of travel in each direction on adjacent roadways must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the CTP shall identify planned detours. The CTP shall include measures such as construction signage, limitations on timing for lane closures	Less than significant impact with mitigation incorporated

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
		to avoid peak hours, temporary striping plans, and use of construction flagperson(s) to direct traffic during heavy equipment use. The CTP shall be incorporated into project specifications for verification prior to final plan approval.	
Impact 3.14-5	**Cumulative Impacts**. The project would result in a cumulatively considerable impact to transportation.	Refer to Mitigation Measures **AQ-1** through **AQ-11, GHG-1 and GHG-2**, and **TRA-1** and **TRA-2**.	Cumulatively considerable impact
Section 3.15 Utilities and Service Systems			
Impact 3.15-1	**Utility Facilities**. The project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Refer to the mitigation measures identified for Section 3.1 through Section 3.16.	Significant and unavoidable impact
Impact 3.15-2	**Water Supply**. The project would not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	None required.	Less than significant impact
Impact 3.15-3	**Wastewater Treatment Capacity**. The project would result in a determination by the wastewater treatment provider which serves, or may serve, the project that the project has inadequate capacity to serve the project's projected demand in addition	**USS-1 Wastewater Feasibility Study.** Prior to commencement of development within the Cabazon Community Plan Area, the County shall undertake a feasibility study to evaluate potential ownership and operational models for the proposed wastewater infrastructure. Options include, but are not limited to:	Less than significant impact with mitigation incorporated

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
	to the provider's existing commitments.	• Cabazon Water District (CWD): Expansion of services to include wastewater. • City of Banning: Potential regional partnership or annexation. • Community Facilities District (CFD): Created and managed by the County of Riverside to oversee wastewater infrastructure. Each option should be evaluated based on governance structure, funding mechanisms, long-term maintenance responsibilities, and regulatory compliance. The design, operational model, and ownership of the wastewater treatment facility shall be established prior to issuing building permits for any development in the Cabazon Community Plan Area.	
Impact 3.15-4 & Impact 3.15-5	**Solid Waste Infrastructure Capacity**. The project could generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	None required.	Less than significant impact
Impact 3.15-6	**Cumulative Impacts**. The project would not result in a cumulatively considerable impact to utilities and service systems.	Refer to Mitigation Measure **USS-1**.	Less than cumulatively considerable
Section 3.16 Wildfire			

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.16-1	**Emergency Plans**. The project could substantially impair an adopted emergency response plan or emergency evacuation plan.	None required.	Less than significant impact
Impact 3.16-2	**Exacerbation** or **Exposure to Wildfire Risks**. Due to slope, prevailing winds, and other factors, the project could exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	None required.	Less than significant impact
Impact 3.16-3	**Associated Infrastructure**. The project could require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	None required.	Less than significant impact
Impact 3.16-4	**Exposure to Significant Slope or Drainage Risks**. The project could expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	None required.	Less than significant impact

TABLE ES-1, CONTINUED

Impact Statement(s)		Mitigation Measure(s)	Level of Significance
Impact 3.16-5	**Cumulative Impacts**. The project would not result in a significant cumulative impact related to wildfire.	None required.	Less than cumulatively considerable

Summary of Project Alternatives

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project that could feasibly attain the basic objectives of a project and avoid or lessen the environmental effects of a project. Further, State CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR as well as any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process. Section 5, *Alternatives*, of this PEIR includes a detailed discussion of alternatives that have been rejected by the Lead Agency, as well as the following scenarios considered to be feasible alternatives to the project as proposed.

Alternatives to the Proposed Project

Potential environmental impacts associated with three alternatives are compared below to assess impacts from the proposed project. The following alternatives have been identified for analysis in compliance with CEQA:

- Alternative 1: No Project/Existing Land Use Alternative
- Alternative 2: No Cabazon Infrastructure Plan Alternative
- Alternative 3: No Cabazon Community Plan Alternative

Table ES-2, *Comparison of Alternative Project Impacts to the Proposed Project*, summarizes the potential impact of each alternative on the environmental resources evaluated in the PEIR that require mitigation as compared to the proposed project.

TABLE ES-2 COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE PROPOSED PROJECT

Topic	Alternative 1: No Project/Existing Land Use Alternative	Alternative 2: No Cabazon Infrastructure Plan Alternative	Alternative 3: No Cabazon Community Plan Alternative
Aesthetics	<	=	<
Air Quality	<	<	<
Biological Resources	=	=	=
Cultural and Tribal Cultural Resources	<	=	<
Greenhouse Gas Emissions	<	<	<
Hydrology and Water Quality	<	>	<
Land Use and Planning	<	=	<
Noise	=	>	<
Transportation	=	>	=
Utilities and Service Systems	=	<	=

Notes:

= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).

Alternative 1: No Project

Description of Alternative

Alternative 1 is the circumstance under which the project does not proceed, but the vacant land within the project area is developed based on the current General Plan/Pass Area Plan land use designations and zoning, available infrastructure, and community services. Under Alternative 1, the County would not adopt General Plan Amendment No. 1206 (Cabazon Community Plan) or approve the CIP (ZR6234), and the County's existing General Plan and Pass Area Plan would remain the guiding documents for future land uses within the project area. The project area would remain subject to the existing Pass Area Plan land use designations, which predominantly classify approximately 4,772 acres as Rural Desert and Rural Mountainous; refer to Figure 2-3, *Existing Land Use Map*, and Table 5-1, *Existing General Plan Land Use*. Development in the community would continue to be constrained by existing rural land use designations and associated development standards. The area would not accommodate the anticipated 22,888 new housing units and 49,420,323 square feet of non-residential uses envisioned under the proposed Community Plan. In addition, no new infrastructure projects identified in the CIP would be implemented, and the existing infrastructure described in Section 2.1.4, *Existing Infrastructure*, would continue to serve the limited development anticipated under existing General Plan provisions.

Under Alternative 1, the project area's land use, population, and employment growth projections at buildout in 2040, consistent with the existing General Plan and Pass Area Plan. The infrastructure needs of future development in accordance with the existing General Plan and Pass Area Plan would be evaluated on a case-by-case basis at the project level.

Alternative 1 Summary

Alternative 1 would result in reduced aesthetics, air quality, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, and land use and planning impacts (environmentally superior) and similar biological resources, noise, transportation, and utilities and service systems impacts (environmental equivalent).

Alternative 2: No Cabazon Infrastructure Plan Alternative

Description of Alternative

Alternative 2 would involve adoption of the Cabazon Community Plan (including the proposed land use amendments that increase development capacity) but would not include implementation of the CIP. Under this scenario, the County would amend the General Plan to allow approximately 22,888 new housing units and substantial non-residential development as proposed by the Community Plan, including adoption of a land use plan that includes Commercial Retail, High Density Residential, Highest Density Residential, Low Density Residential, Medium Density Residential, Very Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Mixed-Use Area, Heavy Industrial, Light Industrial, Public Facilities, and Open Space – Conservation; refer to Figure 2-4, *Proposed Land Use Map* and Table 2-1, *Proposed General Plan Land Use Changes*. However, the CIP would be removed from the project scope, and the

infrastructure projects necessary to support this development, including new water supply wells, storage facilities, wastewater treatment plants, lift stations, storm drain systems, electric substation upgrades, and roadway improvements would not be constructed. Instead, the infrastructure needs of future development in accordance with the Cabazon Community Plan would be evaluated on a case-by-case basis at the project level.

Alternative 2 Summary

Alternative 2 would result in reduced air quality, greenhouse gas emissions, and utilities and service systems impacts (environmentally superior), similar aesthetics, biological resources, cultural and tribal cultural resources, and land use and planning impacts (environmentally equivalent), and greater hydrology and water quality, noise, and transportation impacts (environmentally inferior).

Alternative 3: No Cabazon Community Plan Alternative

Description of Alternative

Alternative 3 would involve implementation of the Cabazon Infrastructure Plan (ZR6234) without adoption of the Cabazon Community Plan General Plan Amendment. Under this scenario, the County would construct the full range of proposed infrastructure improvements proposed under the CIP and described in Section 2.4.2, *Cabazon Infrastructure Plan Overview*, including water supply and distribution systems, wastewater treatment and collection facilities, flood control and drainage systems, electric and natural gas utility upgrades, and roadway improvements, while maintaining the existing General Plan and Pass Area Plan land use designations identified on Figure 2-3.

Alternative 3 Summary

Alternative 3 would result in reduced aesthetics, air quality, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, and noise impacts (environmentally superior), and similar biological resources, transportation, and utilities and service systems impacts (environmental equivalent).

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1. INTRODUCTION

1.1. Purpose of the PEIR

This Program Environmental Impact Report (PEIR) addresses the environmental effects of the proposed Cabazon Infrastructure Plan (CIP) and Cabazon Community Plan Project (proposed project). For the purposes of this PEIR, references to "the project" or "proposed project" refer to the combined CIP and Cabazon Community Plan, and the impact analysis and mitigation measures are presented separately for each component, as applicable. The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority.

The County of Riverside is the Lead Agency under CEQA and has determined that an EIR is required for the proposed project. An EIR is an informational document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a proposed project. This PEIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq. and 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines).

This PEIR addresses the proposed project's environmental effects in accordance with CEQA Guidelines Section 15161. As referenced in CEQA Guidelines Section 15121(a), the primary purposes of an EIR are to inform decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects of a project, and describe reasonable alternatives to a project.

This document analyzes the proposed project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the proposed project, including construction and operational activities, to determine the short- and long-term effects associated with their implementation. This PEIR also considers the proposed project's direct and indirect impacts, and the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Where potentially significant impacts are identified, the PEIR specifies mitigation measures that are required to be adopted as conditions of approval or may be incorporated into the project to avoid or minimize the significance of impacts resulting from the project. In addition, this PEIR is the primary reference document in the formulation and implementation of the project's Mitigation Monitoring and Reporting Program (MMRP).

Upon certification of the PEIR, the proposed project will be considered for approval by the County of Riverside. A decision to approve the proposed project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091, and a specific, written Statement of Overriding Considerations, in accordance with CEQA Guidelines Section 15093.

1.2. Intended Uses of the PEIR

This document is identified as a program-level EIR pursuant to Section 15168 of the State CEQA Guidelines. It is an informational document intended to inform public agency decision-makers and the public of significant environmental effects of the proposed project, identify ways to minimize the significant effects, and describe reasonable alternatives to the project. Pursuant to CEQA, "the purpose of an environmental impact report is to identify the significant effect on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." (Public Resources Code Section 21002.1[a]).

1.2.1. Discretionary Actions and Approvals

The County's applicable discretionary approvals associated with the project include, but are not limited to, the following:

- Adoption of General Plan Amendment No. 1206 (Cabazon Community Plan)
- Approval of ZR6234 (CIP)
- Certification of the Environmental Impact Report

Project approval is subject to actions set forth by the County Planning Commission and Board of Supervisors. Future Community Plan development and CIP projects would be subject to the necessary review process as determined by the County's Planning Department, including applying mitigation measures from this PEIR, as necessary.

1.3. PEIR Scope, Issues, Concerns

To determine the scope of this PEIR, the Lead Agency took the following actions:

- Distributed a Notice of Preparation (NOP) for the proposed project to request input from public agencies on the scope of the evaluation to be undertaken in the PEIR.
- Held an agency public scoping meeting to request input from public agencies on the scope of the evaluation to be undertaken in the PEIR.

The NOP and response letters are provided in Appendix A.

1.3.1. Notice of Preparation of Environmental Impact Report

Pursuant to Section 15082 of the CEQA Guidelines, a NOP was circulated to the California Governor's Office of Planning and Research (State Clearinghouse) and responsible agencies for a 30-day public review period commencing on March 9, 2026. Written comment letters received during the 30-day NOP public review period are found in Appendix A. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft PEIR are summarized in Table 1-1, *Scoping Comments Summary*.

TABLE 1-1 SCOPING COMMENTS SUMMARY

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
Agua Caliente Tribal Historic Preservation	March 16, 2026	No environmental concern (correspondence only)	Section 3.4, Cultural and Tribal Cultural Resources
California Department of Fish and Wildlife (CDFW)	April 6, 2026	• Requests complete biological resource assessment, including detailed habitat mapping • Requests updated wildlife and rare plant surveys • Requests evaluation of seasonal use by migratory species • Raises concern about impacts to sensitive and endangered species (including burrowing owl) • Raises concern about impacts to sensitive plant communities • Raises concern about wildlife corridor and landscape connectivity impacts • Raises concern about overlap with CV-MSHCP Cabazon Conservation Area • Raises concern about riparian, stream, and waters impacts; may require LSAA • Raises concern about altered drainage, erosion, sedimentation, and hydrology • Raises concern about indirect impacts (lighting, noise, recreation, invasives, defensible space, wildlife conflict) • Raises concern about cumulative impacts • Requests non-deferred mitigation measures • Requests nesting bird protection	Sections 3.3, Biological Resources and 3.9, Hydrology and Water Quality

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
		• Raises concern about wildlife relocation practices • Requests alternatives analysis • Requests CV-MSHCP consistency • Requests CESA Incidental Take Permit if applicable	
Center for Biological Diversity	April 3, 2026	No environmental concern (inquiring about process and notice list)	N/A
Coachella Valley Conservation Committee	April 8, 2026	• Requests demonstration of consistency with CVMSHCP • Raises concern about impacts to the Cabazon Conservation Area • Raises concern about impediments to fluvial sand transport processes • Raises concern about altered hydrology and water resources • Recommends evaluating lower-density land use alternatives • Raises concern about cumulative and long-term impacts • Raises concern about biological resources and wildlife connectivity • Raises concern about noise and light impacts on biological corridors • Raises concern about infrastructure and flood control structures • Requests Joint Project Review and program-level review	Sections 3.1, Aesthetics, 3.3, Biological Resources, 3.9, Hydrology and Water Quality, 3.11, Noise, 5.0, Alternatives
Christopher Stanley	March 23, 2026	No environmental concern (inquiring about CCP copy)	N/A
Historic Preservation Office of the Ft. Yuma Quechan Tribe	March 24, 2026	No environmental concern (no comment)	N/A

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
Jeffrey Dickman	March 17, 2026	• Raises concern about long-term water supply reliability and requests verified SB 610/SB 221 assessment • Raises concern about potential overdraft of Mission Creek and Desert Hot Springs subbasins • Raises concern about loss of natural groundwater recharge • Requests demonstration of water reliability during drought and zero-allocation SWP years • Raises concern about increased VMT and greenhouse gas emissions • Raises concern about cumulative congestion on Interstate 10 • Raises concern about evacuation vulnerability due to single-corridor access • Raises concern about inconsistency with CVMSHCP and WR-MSHCP • Raises concern about fragmentation of wildlife movement corridors • Raises concern about impacts to sensitive desert plant communities • Raises concern about light pollution affecting nocturnal wildlife and Dark Sky resources • Raises concern about loss of open desert vistas • Raises concern about increased noise levels	Sections 3.1, Aesthetics, 3.3, Biological Resources, 3.7, Greenhouse Gas Emissions, 3.9, Hydrology and Water Quality, 3.11, Noise, 3.14, Transportation, 3.15, Utilities and Service Systems
Judy Deertrack	March 13, 2026	No environmental concern (public records request)	N/A

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
Metropolitan Water District	April 1, 2026	• Raises concern about conflicts with water conveyance infrastructure • Raises concern about grading, settlement, and geotechnical risks • Raises concern about construction equipment and vibration impacts • Requests protection of existing water infrastructure • Requests preservation of access and maintenance rights-of-way • Raises concern about land use compatibility and design constraints • Raises concern about altered drainage patterns • Requests appropriate landscaping and vegetation management	Sections 3.6, Geology and Soils, 3.10, Land Use and Planning, 3.11, Noise, 3.13, Public Services and Recreation, 3.15, Utilities and Service Systems, 3.16, Wildfire
Mission Springs Water District	March 27, 2026	• Raises concern about impacts to groundwater resources • Raises concern about drainage impacts • Raises concern about effects on anticipated future development	Sections 3.9, Hydrology and Water Quality and 3.15, Utilities and Service Systems
Native American Heritage Commission	March 10, 2026	• Requests determination of whether historical resources are present • Requests measures to avoid inadvertent discoveries of Native American human remains • Requests tribal consultation to protect cultural resources	Section 3.4, Cultural and Tribal Cultural Resources
Riverside County Transportation Commission	April 7, 2026	• Requests incorporation of RCTC rail planning into transportation and land use analyses • Raises concern about implications for roadway access, circulation, utilities, land use compatibility, and economic development	Sections 3.10, Land Use and Planning, 3.14, Transportation, and 3.15, Utilities and Service Systems

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
Riverside County Waste Resources	March 30, 2026	• Raises concern about substantial construction and demolition waste generation • Raises concern about landfill capacity and disposal constraints • Raises concern about hazardous waste handling requirements	Sections 3.8, Hazards and Hazardous Materials and 3.15, Utilities and Service Systems
SC Wildlands	April 8, 2026	• Raises concern about inconsistent growth assumptions • Raises concern about cumulative impacts • Raises concern about habitat loss, fragmentation, and disturbance to special-status species • Requests consistency with CV-MSHCP and WR-MSHCP • Raises concern about maintaining fluvial sand transport processes • Raises concern about wildlife movement and regional connectivity • Raises concern about noise, light, and traffic effects on wildlife • Raises concern about off-site and downstream impacts to multiple conservation areas • Requests Joint Project Review • Raises concern about environmental justice burdens • Raises concern about General Plan consistency	Sections 3.3, Biological Resources, 3.10, Land Use and Planning

Agency, Organization, or Name	Date Received	Comments	PEIR Section Where Comments are Addressed
South Coast Air Quality Management District (SCAQMD)	April 8, 2026	• Requests program-level air quality and GHG analysis • Raises concern about construction emissions • Raises concern about localized air quality impacts • Raises concern about sensitive receptor exposure • Raises concern about heavy industrial, warehouse, and truck-intensive uses	Section 3.2, Air Quality
Southern California Gas Company (So Cal Gas)	March 12, 2026	• Raises concern about high-pressure gas facilities within the project area • Raises concern about potential damage to existing gas infrastructure	Section 3.15, Utilities and Service Systems
Tom Winkle	March 17, 2026	No environmental concern (inquiring about consultation)	N/A
Trip Hord	March 15, 2026	No environmental concern (requests inclusion of 575 acres into plan)	N/A
United States Fish and Wildlife Service (USFWS)	April 8, 2026	• Raises concern about impacts to federally listed, candidate, and sensitive species • Requests adequate biological surveys and updated data • Raises concern about burrowing owl and nesting bird impacts • Requests consistency with CV-MSHCP • Raises concern about impacts to fluvial sand transport areas • Raises concern about biological corridors and wildlife connectivity • Raises concern about hydrology and aquatic resource impacts	Sections 3.3, Biological Resources and 3.9, Hydrology and Water Quality

An Initial Study was not required as part of the initial CEQA scoping process for the proposed project because an EIR was determined to be the appropriate environmental document, pursuant to Section 15063 of the State CEQA Guidelines.

1.3.2. Public Meeting

A public meeting was held for the proposed project on March 18, 2026 at 9:00 AM at the Riverside County Planning Commission.

Key comments of environmental concern related to:

- Hazards and Hazardous Materials
- Transportation
- Utilities and Service Systems

These issues have been considered in this PEIR, where applicable. Based on consideration of the available technical reports and public comments, this PEIR has been prepared at the project level under CEQA Guidelines Section 15161 to assess and document the environmental impacts of the proposed project, with the following topics evaluated in detail:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation

- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Growth Inducement

Other topics determined to have either no impact or a less than significant impact are discussed in Section 4.0, *Effects Found Not to Be Significant*, and are listed below.

- Agriculture and Forestry Resources
- Mineral Resources

1.3.3. Environmental Review Process

This Draft PEIR, with an accompanying Notice of Completion, is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft PEIR. In reviewing a Draft PEIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts of the proposed project on the environment and on ways in which the significant effects of the proposed project might be avoided or mitigated.

Comment letters should be sent to:

Riverside County Transportation and Land Management Agency
Attn: Candice Hughes, District 5 Principal Planner
P.O. Box 1409
Riverside, CA 92502
CabazonPlan@rivco.org
(951) 955- 1639

Following the close of the public comment period, a Final PEIR will be prepared to respond to all substantive comments related to environmental issues surrounding the proposed project. The Final PEIR will be completed prior to the public hearing to consider certification of this PEIR and approval of the proposed project.

1.4. Report Organization

The PEIR is organized as follows:

- **Section ES, Executive Summary**. Summarizes the description and background of the proposed project, addresses the format of this PEIR, discusses alternatives, and includes

the potential environmental impacts and any mitigation measures identified for the proposed project.

- **Section 1.0, Introduction**. Describes the purpose of the PEIR, the background of the proposed project, the NOP and scoping process, the use of incorporation by reference, and the PEIR certification process.
- **Section 2.0, Project Description**. Describes the proposed project and its objectives, the proposed project site and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the proposed project, and the intended uses of the PEIR.
- **Section 3.0, Environmental Analysis**. Contains a detailed environmental analysis of the existing (baseline) conditions, potential project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental issue areas:
    - Aesthetics (Section 3.1)
    - Air Quality (Section 3.2)
    - Biological Resources (Section 3.3)
    - Cultural and Tribal Cultural Resources (Section 3.4)
    - Energy (Section 3.5)
    - Geology and Soils (Section 3.6)
    - Greenhouse Gas Emissions (Section 3.7)
    - Hazards and Hazardous Materials (Section 3.8)
    - Hydrology and Water Quality (Section 3.9)
    - Land Use and Planning (Section 3.10)
    - Noise (Section 3.11)
    - Population and Housing (Section 3.12)
    - Public Services and Recreation (Section 3.13)
    - Transportation (Section 3.14)
    - Utilities and Service Systems (Section 3.15)
    - Wildfire (Section 3.16)

- **Section 4.0, Effects Found Not to Be Significant**. Summarizes effects found not to be significant.
- **Section 5.0, Alternatives to the Proposed Project**. Analyzes a reasonable range of alternatives to the proposed project, including the CEQA-mandated "No Project" alternative. The alternatives seek to achieve the basic objectives of the proposed project while reducing potential environmental effects associated with the proposed project.
- **Section 6.0, Other CEQA Considerations**. Summarizes the project's significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes. This section also includes a discussion of growth-inducing impacts, analyzing the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.
- **Section 7.0, Preparers and Persons Consulted**. Identifies the preparers of the PEIR, including the Lead Agency.
- **Section 8.0, References**. Identifies reference resources used during preparation of the PEIR.
- **Appendices**. Contains the project's technical documentation.

Table 1-2, *CEQA-Required Sections and Location in the PEIR*, lists the required sections of the PEIR and their location in the document.

TABLE 1-2 CEQA-REQUIRED SECTIONS AND LOCATION IN PEIR

CEQA Requirements	CEQA Section	Location in PEIR
Table of Contents	15122	Table of Contents
Executive Summary	15123	Section ES
Introduction		Section 1.0
Project Description	15124	Section 2.0
Environmental Setting	15125	Sections 2.0 and 3.0
Significant Environmental Effects of the Proposed Project	15126[a]	Section 3.0
Mitigation Measures	15126[3]	Section 3.0
Cumulative Impacts	15130	Section 3.0
Effects Found Not to Be Significant	15128	Section 4.0
Alternatives to the Proposed Project	15126[f]	Section 5.0
Significant Unavoidable Environmental Effects of the Proposed Project	15126[b]	Section 6.0

CEQA Requirements	CEQA Section	Location in PEIR
Significant Irreversible Environmental Changes of the Proposed Project	15126[c]	Section 6.0
Growth-Inducing Impacts of the Proposed Project	15126[d]	Section 6.0
Preparers and Persons Consulted	15129	Section 7.0
Technical Appendices and other materials, including comments letters on the NOP.		Appendices

Based on established thresholds of significance, the impacts of the proposed project have been categorized as "no impact," "less than significant," "less than significant with mitigation," or "significant and unavoidable." Mitigation measures are recommended for potentially significant impacts to avoid or lessen those impacts. In the event the proposed project results in significant impacts even after implementation of all feasible mitigation measures, State CEQA Guidelines Section 15093 enables decision-makers to nonetheless approve the proposed project with adoption of a Statement of Overriding Considerations. This determination would require the decision-makers to discuss how the benefits of the proposed project outweigh identified unavoidable impacts.

The CEQA Guidelines provide, in part:

> *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."*

Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final PEIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final PEIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.

If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (CEQA Guidelines Section 15093).

1.5. Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines, the following documents are incorporated by reference into this PEIR and available for public review at the Riverside County Planning Department at 4080 Lemon Street, 12th Floor, Riverside, CA 92501, with a brief synopsis of each provided.

1.5.1. County of Riverside General Plan

The County of Riverside General Plan (General Plan) was adopted on December 8, 2015. The General Plan is the County's comprehensive, long-range planning and policy document that not only guides growth and change within the County, but also preserves and protects the unique qualities that the community values most. The General Plan goals and policies serve as a guide for future development and desired conditions in support of the County overall vision. The General Plan is organized by elements. Each element includes an introduction to describe the element and its organization. Goals and policies are organized by topical areas specific to each element.

1.5.2. County of Riverside General Plan Update Environmental Impact Report

The County of Riverside General Plan Update Environmental Impact Report (General Plan EIR) prepared and approved on December 8, 2015, as EIR No. 521. The General Plan EIR analyzed updates to the General Plan. The General Plan EIR identifies potential significant environmental impacts of General Plan Update proposals, alternatives with fewer adverse impacts, and potential ways to reduce or avoid environmental damage, thereby addressing significant environmental impacts and mitigation options. The General Plan EIR evaluates the proposed General Plan Update's effect on the physical environment as it is now, and the impact on the environment that would exist under the proposed General Plan Update, including secondary and cumulative effects.

1.5.3. Riverside County Code of Ordinances

The Riverside County Code of Ordinances consists of all the regulatory and penal ordinances and administrative ordinances of the County of Riverside. The Riverside County Code of Ordinances is one of the County's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Ordinances provide the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the County. The Riverside County Code of Ordinances also act as the County's Land Use Ordinance (Ordinance No. 348), providing development standards for each zone throughout the unincorporated County. Additionally, the County Code of Ordinances provide the rules and regulations for construction, alteration, and building for uses of human habitation.

2. PROJECT DESCRIPTION

This chapter provides a description of the proposed Cabazon Infrastructure Plan and Cabazon Community Plan Project (proposed project), that includes implementation of the Cabazon Infrastructure Plan (CIP) and the Cabazon Community Plan, the environmental effects of which are evaluated in Sections 3.1 through 3.16 of this Program Environmental Impact Report (PEIR). While individual CIP projects within the overall CIP program are analyzed within the PEIR, all references to the proposed project in the PEIR refer to the CIP and Cabazon Community Plan as a whole for the purposes of the California Environmental Quality Act (CEQA). The project location, background, and objectives are described immediately below, followed by a description of project characteristics and a summary of the discretionary actions that would be required.

2.1. Project Overview and Location

This section provides a description of the physical environmental conditions of the Cabazon Community Plan Area (i.e., the project site) as they exist at the time the Notice of Preparation was published from both a local and a regional perspective, pursuant to State CEQA Guidelines Section 15125(a). The environmental setting provides the baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the project. Sections 3.1 through 3.16 provide more detailed environmental setting descriptions relevant to each environmental resource topic.

2.1.1. Project Location

The CIP and Cabazon Community Plan Project area (project area) is located within the northwestern portion of the County of Riverside (County), immediately east of the city of Banning; refer to Figure 2-1, *Regional Vicinity Map*. On a regional basis, the project area is accessible by Interstate 10 (I-10), which bisects the project area in an east-west direction and provides interchanges to the project area at Malki Road, Morongo Trail, at Main Street. The project area is also bisected by the Union Pacific rail line which runs parallel to Interstate 10 (I-10) in the project area. The project area is approximately 7,769 acres and is bounded by the Morongo Indian Reservation to the north, unincorporated areas of Riverside County to the north and south, the cities of Desert Hot Springs and Palm Springs to the east, and the city of Banning to the west; refer to Figure 2-2, *Local Vicinity*.

The project area is entirely within the County of Riverside General Plan (General Plan) Pass Area Plan. Specifically, the project area is located within the Cabazon Policy Area of the Pass Area Plan.

2.1.2. Project Setting

The project area is located along the eastern portion San Gorgonio Pass, a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys. The San Gorgonio Pass is a valley bounded by the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. Terrain in the project area ranges in elevation from 1,275 feet at the southeast corner within the San Gorgonio River to a maximum of 4,000 feet above sea level at the southern edge of the boundary bordering the Cleveland National Forest. The San Gorgonio

River and its tributary creeks through Millard Canyon, Deep Canyon, and Lion Canyon provide seasonal water flows. Due to the surrounding steep terrain and low-lying position, much of Cabazon is prone to hazardous flooding.

Commercial and tourist uses are generally located north of I-10 and include popular destinations such as the Desert Hills Premium Outlets and the Cabazon dinosaur monuments. Residential uses are concentrated south of I-10. Higher density housing and commercial uses are located in a small core area north of Main Street. Robertson's Ready Mix, a significant aggregate quarry and processing plant, is located in the northwest portion of the project area at 13990 Apache Trail.

2.1.3. Existing Land Uses

The project area is located in unincorporated northwest Riverside County and is currently subject to the provisions of the Riverside County General Plan and Riverside County Zoning Ordinance Number 348 (Ordinance No. 348). Based on the General Plan, existing land uses within the project area the following: Mixed Use Area, Highest Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Commercial Retail, Light Industrial, Open Space – Conservation, Open Space – Rural, and Freeway; refer to Figure 2-3, *Existing Land Use Map*. As depicted on Figure 2-3, the two most prominent existing land uses in the project area are Rural Mountainous and Rural Desert.

2.1.4. Existing Infrastructure

This section identifies existing infrastructure, responsible agencies, and their limitations or excess capacities within the Cabazon Community Plan Area.

Domestic Water Supply and Distribution

The following three water districts operate within project area:

- **Desert Water Agency (DWA):** DWA provides water, wastewater, reclaimed water, irrigation water, and groundwater recharge services to unincorporated Riverside County areas, part of Cathedral City, and most of Palm Springs, which encompasses a total area of 325 square miles. The DWA service boundary includes approximately 110 acres in the southeast corner of project area.

- **Mission Springs Water District (MSWD):** MSWD provides water and wastewater services to the City of Desert Hot Springs, a portion of the City of Palm Springs, and ten smaller communities in unincorporated Riverside County, which encompasses a total area of 135 square miles. The MSWD service boundary includes approximately 2,901 acres in the easternmost edge of project area.

- **Cabazon Water District (CWD):** CWD provides water services to the community of Cabazon, and its service boundary includes approximately 6,275 acres in the project area.

DWA does not have any existing water facilities within the project area, although the service area boundary for DWA overlaps the southeast corner of the project area. The existing MSWD distribution system within project area consists of two independent systems: Palm Springs Crest and West Palm Springs. Combined, these water systems consist of two storage tanks

and four groundwater wells. The existing CWD distribution system within the project area consists of three storage reservoirs, four wells, and approximately 40 miles of pipeline.

- **Groundwater Wells**: There are four MSWD operating production wells (Well 25, 25A, 26, and 26A) within the project area. In the project area, the total capacity of active wells is 1,095 gallons per minute (gpm). CWD operates four wells within the project area.

- **Water Pump Stations**: There are no booster pumps operated by MSWD within the project area. There are no booster pumps operated by CWD within the project area.

- **Water Tanks**: There are two MSWD water storage tanks (Woodridge Tank and Cottonwood Tank) located within the project area. The total capacity of these tanks is 0.40 million gallon. CWD operates three water storage tanks (Tanks 2, 3, and 4) within the project area.

- **Distribution Network System**: DWA does not have any water distribution facilities within the project area. It operates water lines, which range in diameter from 4 inches to 20 inches, approximately two miles outside of the project area. MSWD distribution system network consists of pipes which range in diameter from 4 inches to 8 inches within the project area. CWD distribution system network consists of approximately 40 miles of pipeline, which range in diameter from 4 inches to 16 inches within the project area.

- **Recycled Water**: DWA, MSWD, and CWD do not provide recycled water services within the project area.

Wastewater Collection and Treatment

As discussed above, portions of the project area are within DWA, MSWD, and CWD service area boundaries. However, the DWA wastewater collection area is limited to its boundary within the City of Cathedral City, the MSWD wastewater collection area is concentrated in the town of Desert Hot Springs, and CWD does not provide sewer services. Currently, project area relies on individual sewage disposal systems, commonly referred to as septic systems, for sewage disposal.

Presently, there are no wastewater treatment plants (WWTP) within the project area. However, there are two WWTP in the vicinity to the project area: City of Banning WWTP and Morongo WWTP. These WWTPs are located outside of the Community Plan boundary and are owned and maintained by the City of Banning and the Morongo Band of Mission Indians Wastewater Department, respectively.

Flood Control and Drainage Systems

Riverside County Flood Control and Water Conservation District (RCFC&WCD, or District) is responsible for the maintenance and operation of flood control facilities including debris dams, storm channels, and storm drains. The District's facilities are the backbone system of flood control in the project area. The County also owns and maintains certain flood control facilities that are generally constructed as part of the drainage plans for individual projects and are not under the authority of RCFC&WCD.

The existing storm drain facilities within the Community Plan Area boundary can be separated to four major categories based on the maintenance responsibility:

- **County and privately owned and maintained facilities:** County facilities range from underground pipe systems and concrete lined channels to culverts, typically crossing Seminole Drive and Main Street. Some of the storm drain systems are privately owned and maintained.

- **RCFC&WCD owned and maintained facilities:** The project area is located in the District's Zone 5. It is not located within a Master Drainage Plan (MDP), but it is located east of Banning MDP and west of Garnet Wash MDP. Cabazon Channel and Cottonwood Canyon Wash are two District facilities within the project area that convey flows from northerly mountainous areas, under I-10 Freeway, and discharge them into the San Gorgonio River. The Smith Creek Channel is a District facility located within Banning which outlets storm flows into the San Gorgonio River at the western edge of the Community boundary.

- **Caltrans facilities:** Integrated with the construction of I-10 Freeway in 1960s, many drainage culverts were constructed within the State right-of-way (ROW) to allow the stormwater runoff to cross under I-10 Freeway along the existing natural drainage courses and to provide for de-watering of the freeway. These culverts are maintained by Caltrans.

- **Railroad facilities:** Many drainage culverts were constructed within the railroad ROW to allow the stormwater runoff to cross under the railroad along the existing natural drainage courses.

Electric Power Supply

Multiple overhead, sub-transmission, and transmission electrical lines run across the northern edge of the Cabazon Community Plan Area. These lines are owned and operated by Southern California Edison (SCE). Dirt access roads connect the transmission towers.

Another overhead line is located south of Esperanza Avenue. It runs through the south-central portion of the Cabazon Community Plan Area. Dirt access roads connect the transmission towers.

There are two substations operated by SCE in the Cabazon Community Plan Area. Outlet P.T. Substation is located on the northwest side of Cabazon Community Plan Area and includes two 12 kilovolt (kV) circuits, the Purchase Circuit and the Stores Circuit. The Cabazon Substation is located on the west-central area of Cabazon Community Plan Area and includes two 12 kV circuits, the Fingal Circuit and the Poppet Flats Circuit. An additional 33 kV circuit, the Stubby Circuit, runs between these two substations. Moreover, multiple transmission circuits run throughout the region.

Natural Gas Distribution

Southern California Gas Company (SoCalGas) operates two transmission mains that run through Cabazon Community Plan Area, one north of I-10 and one south of I-10. SoCalGas has distribution mains throughout the project area.

Telecommunications and Broadband Services

Frontier has various distribution facilities throughout the Cabazon Community Plan Area that provide telephone services, while Charter Communications has various distribution facilities throughout the Cabazon Community Plan Area for cable television.

Roadway Right-of-Way

Multiple streets within the Cabazon Community Plan Area are identified in the existing County of Riverside General Circulation Element, with associated ROW dimensions.

- **Major Highways (118' ROW):** Apache Trail (north of Bonita Avenue), Bonita Avenue, Broadway Street, Elm Street (north of Bonita Avenue), and the portion of Seminole Drive fronting Desert Hills Premium Outlets
- **Secondary Highways (100' ROW):** Seminole Drive, Main Street, Almond Street (north of Bonita Avenue) and Magnolia Street (between Bonita Avenue and Esperanza Avenue)
- **Collector (74' ROW):** Esperanza Avenue, Apache Trail (south of Bonita Avenue), and Elm Street (south of Bonita Avenue)

The existing General Plan Circulation Element identifies two existing interchanges and two new interchanges within the I-10 freeway stretch that crosses through the Cabazon Community Plan Area. The two existing interchanges are Apache Trail/Morongo Trail at the west end and at Main Street at the east end. The two new interchanges would be in the general location of Millard Pass Road and Orange Street to the north and south of I-10 Freeway, and at Elm Street.

While these roadways are identified in the General Plan, the existing condition of roadway improvements and ROW acquisition varies throughout the project area.

2.2. Project Background

The County's existing General Plan land use policies for the project area are articulated through the Pass Area Plan. The Pass Area Plan was adopted in 2003, as part of the new countywide General Plan adopted at that time in conjunction with the Riverside County Integrated Project. The Cabazon Policy Area was based on the Cabazon Community Plan, which was adopted in 1998. Planning for the Cabazon Community Plan was originally initiated in 2017 but paused due to the COVID-19 pandemic. The most recent amendment to the Pass Area Plan occurred in September 2021.

On June 25, 2024, the Board of Supervisors adopted the County's 2021-2029 "6th Cycle" Housing Element. The 6th Cycle Housing Element includes Action H-27 to improve low-resource areas to increase access to opportunity for lower-income households by preparing community plans for areas in need of focused investment, such as areas identified as racially and ethnically concentrated areas of poverty or disadvantaged unincorporated communities including Cabazon. Action H-27 states that the community plan will emphasize public infrastructure and community planning, including parks, open space, environmental hazards, active transportation, community development, placemaking, among other topics. This process will include extensive grass-roots outreach and engagement to involve community members in developing and implementing the community plan (with some engagement events to be held during evening hours). Infrastructure

plans will study existing infrastructure and create a plan for the development of infrastructure that supports long term growth and well-being of the community.

2.3. Project Objectives

Pursuant to the requirements of State CEQA Guidelines Section 15124(b), an EIR must contain a statement of objectives that includes the underlying purpose of the proposed project. The objectives of the proposed project are:

- Implement 6th Cycle Housing Element Action H-27 to improve low-resource areas access to opportunity by preparing community plans and infrastructure plans for areas in need of focused investment.
- Develop a mitigation framework to ensure consistent and effective implementation of environmental protections.
- Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations.
- Encourage stronger community character, sense of place and enhance the overall quality of development for the community.
- Promote higher density housing and greater housing variety to achieve the County's 6th Cycle Regional Housing Needs Assessment housing goals.
- Promote better job/housing balance by providing increased commercial, industrial, and mixed-use land uses.

2.4. Project Components

The proposed project would include the implementation of the Cabazon Community Plan and corresponding CIP in accordance with 6th Cycle Housing Element Action H-27. The goal of the Cabazon Community Plan is to address the Community of Cabazon's land use and infrastructure needs to prepare the Cabazon area for significant anticipated growth and development, particularly as the region plans for the possibility of accommodating up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years. The CIP would support buildout of the Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area.

An overview of the Cabazon Community Plan and CIP are provided below.

2.4.1. Cabazon Community Plan Overview

The Cabazon Community Plan (GPA No. 1206) would address the vision for the community's character/placemaking, land use, access and circulation, infrastructure and public services, design standards, and land use regulations and development standards. The Cabazon Community Plan Land Use Map proposes the following types of land uses: Commercial Retail, High Density Residential, Highest Density Residential, Low Density Residential, Medium Density

Residential, Very Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Mixed-Use Area, Heavy Industrial, Light Industrial, Public Facilities, and Open Space – Conservation; refer to Figure 2-4, *Proposed Land Use Map*.

Overall, the proposed general plan amendment (GPA No. 01206) would amend the Riverside County General Plan by:

1. Amending the Pass Area Plan to update textual and graphic references to the Cabazon Policy Area to reflect changes proposed by the Cabazon Community Plan.

2. Revising land use designations within the proposed Cabazon Community Plan Area of the Pass Area Plan, including Foundation Component amendments. Approximately 64 parcels totaling about 7,761 acres would require Foundation Component Amendments that include changes from the Rural and Rural Community components to the Community Development component. Consistency zoning changes would occur in the future as a result of the revised land use designations proposed as part of the project.

3. Amending Tables LU-1 (Unincorporated Riverside County Cumulative Acreage Summary), LU-2 (Unincorporated Riverside County Buildout Capacity Summary), and LU-5 (Population per Square Mile), as well as Figure LU-1 (Riverside County General Plan Land Use Foundation Components) in Chapter 3 Land Use Element of the Riverside County General Plan.

The Cabazon Community Plan proposes planning policies and direction to guide change, promote quality development, and implement the community's vision for the area. The project includes amended General Plan Land Use and Circulation Elements, Design Guidelines, and administrative and implementation programs to encourage high-quality development within the community by addressing the following topics:

- Placemaking
- Land use
- Access and circulation
- Infrastructure and public services
- Development and design standards
- Administration and implementation

As an implementing action of the project, future zoning consistency changes will be undertaken by the County as a result of the modified land use designations proposed as part of the project. This effort would be limited to rezoning impacted parcels to create consistency between the General Plan Land Use Designation and Zoning. The project is considered a community plan per State CEQA Guidelines Section 15183.

Pass Area Plan Amendment

Through the use of General Plan Policy Areas, Riverside County furthers its efforts to preserve distinctive land use patterns of different communities by tailoring language towards unique features found within a community. There are 19 Area Plans within the County's General Plan.

The Area Plans provide a clear and more focused opportunity to enhance community identity within the County. Area Plans are comprised of a land use map and other illustrative materials relevant to the area, as well as specific policy direction for each unique area.

The project would amend the Pass Area Plan to update textual and graphic references to the Cabazon Policy Area to reflect the proposed Community Plan and CIP.

Land Use Changes

The project includes Foundation Component (FC) and Entitlement/Policy General Plan Amendments. The County's General Plan includes five broad foundation component land uses (Agriculture, Rural, Rural Community, Open Space and Community Development) which include more detailed land use designations at the area plan level. A FC amendment is required in a variety of scenarios including when a project proposes an amendment from a Rural component to the Community Development component. An Entitlement/Policy amendment is typically required when an amendment involves changes in land use designations or policies that involve land located entirely within a particular FC but that do not change the boundaries of that component.

The proposed FC and Entitlement/Policy amendments would involve 64 parcels totaling approximately 7,761 gross acres. The proposed amendment would change FC from Rural (R) to Community Development (CD) and amend the accompanying land use designations from Rural Desert (RD), Rural Mountainous (RM), and Rural Residential (RR) to Light Industrial (LI), Mixed Use Area (MUA), Low Density Residential (LDR), Commercial Retail (CR), Public Facility (PF), Open Space – Conservation (OS-C), Open Space – Rural (OS-RUR), and Heavy Industrial (HI). Within the project area, the change between the existing Riverside County General Plan development potential and the project's development potential, as analyzed in this PEIR, is presented in Table 2-1, *Proposed General Plan Land Use Changes*, and depicted on Figure 2-4.

TABLE 2-1 PROPOSED GENERAL PLAN LAND USE CHANGES

Land Use Designation		Acreage[1]		
		Existing	Proposed	Change
MUA	Mixed Use Area	297.55	538.59	241.04
HHDR	Highest Density Residential	43.79	281.62	237.83
HDR	High Density Residential	0	99.98	99.98
MHDR	Medium High Density Residential	0	0	0
MDR	Medium Density Residential	298.79	192.12	-106.67
LDR	Low Density Residential	556.49	1,696.03	1,139.54
VLDR	Very Low Density Residential	150.1	145.56	-4.54
RR	Rural Residential	1094.15	1352.76	258.61
RD	Rural Desert	2,046.48	187.05	-1859.43
RM	Rural Mountainous	2,726.07	476.27	-2,249.8
CR	Commercial Retail	132.23	249.67	117.44

Land Use Designation		Acreage[1]		
		Existing	Proposed	Change
HI	Heavy Industrial	0	1272.06	1272.06
LI	Light Industrial	51.76	666.15	611.39
PF	Public Facility	0	19.05	19.05
OS-C	Open Space - Conservation	167.68	383.56	215.88
OS-RUR	Open Space - Rural	11.75	0	-11.75
FWY	Freeway	184.68	208.68	24
Total Area (Acres)		**7,761.52**	**7,768.23**	**--**

1. Existing and proposed acreage are different based on the availability of more accurate GIS acreages since preparation of the existing Pass Area Plan.

The project would also amend Tables LU-1 (Unincorporated Riverside County Cumulative Acreage Summary), LU-2 (Unincorporated Riverside County Buildout Capacity Summary), and LU-5 (Population per Square Mile), as well as Figure LU-1 (Riverside County General Plan Land Use Foundation Components) in Chapter 3 Land Use Element of the Riverside County General Plan Land Use Element.

Circulation Element Amendment

The County's General Plan Circulation Element is one of seven mandatory elements for all jurisdictions within the State of California. The Circulation Element addresses the infrastructure needs of the County for the movement of goods and people including pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the community. The County's circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities.

2.4.2. Cabazon Infrastructure Plan Overview

The CIP (ZR6234) includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

A description of these CIP projects, as well as their typical construction and operational characteristics, is provided below.

Domestic Water Supply and Distribution

In order to support future development associated with the Cabazon Community Plan, the following facilities were assessed based on the ultimate demand at build out; refer also to Figure 2-5, *Proposed Domestic Water Facilities*.

- **Groundwater Wells:** CWD currently owns and operates four groundwater wells with a production rate of 2,250 gpm. To support the Community Plan at build out, approximately 4,900 gpm of production is required. CWD currently has targeted one additional well site for future construction to be located north of I-10 near the Main Street exit. It is assumed that this well site would yield production of approximately 1,000 gpm. To support future development, two additional well sites would need to be evaluated and identified. Three additional groundwater wells with an average production of 1,000 gpm each would need to be constructed at build-out.
- **Water Tanks:** CWD currently owns four domestic water reservoirs with a combined storage capacity of 4.5 million gallons. At full buildout, the required total storage is estimated at 14.96 million gallons. This requirement is based on the need to provide adequate operational, emergency, and fire flow storage.
- **Distribution Network System:** CWD's existing water distribution system includes approximately 40 miles of pipeline, ranging in diameter from 4 inches to 16 inches. To support future development, several miles of additional domestic water pipeline would be needed; refer to Figure 2-5.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future domestic water supply and distribution infrastructure would generally include trenching, backfilling, and resurfacing activities. In-situ pipeline repairs and interior lining would not require excavation. The majority of such construction activities would occur within public ROW within or along existing roadways. Typical construction equipment for water infrastructure would include backhoes, skid steer loaders, and dump trucks for excavation activities; small excavators, dump trucks, and small paving equipment for pipe lining activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing water infrastructure maintained by the CWD.

Wastewater Collection and Treatment and Sewer

The proposed individual wastewater infrastructure improvement projects in the CIP include the following:

- **Backbone Sewer System:** A network of gravity sewer pipelines would be required to collect wastewater from developed areas. These improvements would take place in the existing public ROW.

- **WWTP:** In support of providing sewer service to the Cabazon Community Plan Area, a WWTP with the capacity up to 4.5 mgd is required. The WWTP would require the development of sewage lift stations to pump effluent back to the WWTP; refer to Figure 2-6, *Potential Wastewater Treatment Plant Sites*.
- **Lift Stations:** For planning purposes, the interim condition identified in Figure 2-6, is assumed to require one temporary lift station to convey flows north to the proposed treatment facility. Under the ultimate condition, the collection system is assumed to include two permanent lift stations located at hydraulically favorable downstream locations to maximize tributary service areas, consolidate flows, and reduce the overall extent of trunk sewer infrastructure. Final lift station placement and system configuration will be refined during subsequent phases of collection system planning and design.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of future sewer gravity and force main pipelines, lift stations, manholes, and cleanouts would generally include trenching, backfilling, and resurfacing activities. The majority of such construction activities would occur within public ROW within or along existing roadways. Typical construction equipment for wastewater infrastructure would be the same as the typical CIP water infrastructure construction equipment.

Construction of a WWTP would generally include trenching, excavation, backfilling, and resurfacing. These activities may also include installation of underground conduits, foundations for WWTP equipment, and related Mechanical, Electrical, Plumbing, and Sprinkler (MEPS) improvements.

General Operation Overview

After construction, ongoing activities associated with the backbone sewer system and lift stations would include regular inspection and, as necessary, maintenance activities, similar to existing wastewater infrastructure maintained by the sewer service provider. The future WWTP could employ up to 15 staff, including operators, maintenance, and supervisory personnel, to cover 24/7 operations.

Flood Control and Drainage Systems

The improvements necessary to accommodate the proposed land use changes include over 10 miles of regional and local storm drain facilities; refer to Figure 2-7, *Proposed Storm Drain Facilities*. These would include reinforced concrete pipes 48 inches in size and larger and reinforced concrete box culverts that would be operated and maintained by RCFC&WCD.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future storm water pipelines/culverts, manholes, cleanouts, inlets, outlets, catch basins, headwalls, open channel, cobble/hardscape open swales, infiltration pits, and low flow diverters would generally include trenching, excavation, backfilling, and resurfacing activities. The majority of such construction activities would occur within public ROW within or along existing roadways. Typical construction equipment for flood control and drainage system infrastructure would be the same as the typical water and wastewater infrastructure construction equipment.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing storm water infrastructure maintained by the RCFC&WCD.

Electric Power Supply

There are currently two substations operated by SCE in the project area: the Outlet P.T. Substation and the Cabazon Substation. Infrastructure upgrades and one to two additional substations would be required to serve the estimated 180.5 megawatts of new electric load; refer to Figure 2-8, *Proposed Dry Utilities Map – Electricity*.

General Construction Overview

Construction activities related to improvements, repairs, and rehabilitation of existing or future electric power infrastructure, including transmission and distribution lines, transformers, switchgear, and the construction of one to two substations, would generally involve trenching, excavation, backfilling, and resurfacing. These activities may also include installation of underground conduits, foundations for substation equipment, and structural supports for overhead lines.

The majority of such work would occur within public ROW or utility easements, often along existing roadways or designated corridors. Typical construction equipment for electric power infrastructure projects would be similar to that used for other large-scale utility projects, including excavators, trenchers, cranes, concrete mixers, and heavy-duty trucks for material transport.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing electric infrastructure maintained by SCE.

Natural Gas Distribution

SoCalGas currently maintains various transmission and distribution gas mains throughout the project area that can be extended to serve new development areas. The construction of new gas mains is not anticipated. It is assumed that proposed developments would be responsible for extending this infrastructure as part of individual builders' scopes of work.

General Construction Overview

Construction activities related to the extension of existing natural gas services, such as installing new service laterals, meters, and associated appurtenances, would generally involve localized trenching, excavation, backfilling, and resurfacing. These activities are typically limited to short segments connecting existing gas mains to individual properties or facilities.

Most work would occur within public ROW or utility easements, often along existing roadways or adjacent to developed parcels. Typical construction equipment for natural gas service extensions would include small excavators, trenchers, compaction equipment, and service trucks equipped for pipe handling and meter installation.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing natural gas infrastructure maintained by SoCalGas.

Telecommunications and Broadband Services

Frontier provides telephone services to the project area and has various distribution facilities that can be extended to serve new development areas. Charter Communications provides cable television services to the project area and has various distribution facilities throughout the project area. It is assumed that proposed developments would be responsible for extending this infrastructure as part of individual builders' scopes of work.

General Construction Overview

Construction activities related to the extension of existing telecommunications and broadband services, such as installing additional fiber-optic cables, conduits, junction boxes, and related appurtenances, would generally involve localized trenching, excavation, backfilling, and resurfacing. These activities are typically limited to short segments that connect existing backbone infrastructure to new service points rather than the installation of new primary lines or major network facilities. Most work would occur within public ROW or utility easements, often along existing roadways or adjacent to developed parcels. Typical construction equipment for telecommunications and broadband extensions would include small excavators, trenchers, cable-pulling equipment, directional drilling rigs for underground placement, and service trucks equipped for splicing and termination.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing telecommunications and broadband services maintained by Frontier and Charter Communications, respectively.

Roadway Right-of-Way

The project proposes roadway improvements to accommodate future growth at buildout; refer to Figure 2-9, *Proposed Road Circulation*. The proposed roadway improvements include the following roadway classification revisions:

- **Upgraded**
  - Main Street will be upgraded from a Secondary to a Major Frontage between Magnolia Trail and the Eastbound I-10 Ramps – Railroad Avenue intersection.
- **Downgraded**
  - Bonita Avenue will be downgraded from a Major to a Secondary west of Morongo Trail and realigned to tie into Westward Avenue east of Houth Hathaway Street
  - Bonita Avenue west of Morongo Trail will be downgraded from a Major to a Secondary and realigned
  - Bonita Avenue from Broadway Avenue to Elm Street will be downgraded from a Major to a Secondary
  - Magnolia Street will be downgraded from a Secondary to a Collector between Bonita Avenue and Dolores Avenue
  - Broadway Avenue will be downgraded from a Major to a Secondary between Bonita Avenue and Dolores

- **Removed**
  - Elm Street north of Bonita Avenue to Seminole Drive is no longer proposed as a Major
  - Almond Street will no longer be upgraded to a Secondary between Bonita Avenue and Railroad Avenue
  - Esperanza Avenue is no longer proposed to continue west of Orange Street as a Collector
  - A new interchange is no longer proposed at the I-10 Freeway and Elm Street
  - A new Interchange is no longer proposed at the I-10 Freeway and Millard Pass Road/Orange Street
  - Morongo Trail is no longer proposed to continue south of Bonita Avenue as a Collector
- **Added**
  - Railroad Avenue will be added as a Collector Frontage from Main Street to Haugen-Lehmann Way
  - Almond Street will be added as a Collector between Bonita Avenue and Dolores Avenue
  - Carmen Avenue will be added as a Collector from Magnolia Street to Elm Street
  - Dolores Avenue will be added as a Collector from Magnolia Street to Almond Street
  - Orange Street will be added as a Collector between Bonita Avenue and Esperanza Avenue
  - Olive Street will be added as a Collector between Bonita Avenue and Carmen Avenue
  - Rushmore Avenue will be added as a Collector north of Tamarack Road
  - Cottonwood Road will be added as a Collector north of Tamarack Road
  - Haugen-Lehman Way will be added as a Collector north of Tamarack Road

It is acknowledged that future ramp modifications may occur at the Apache Trail/Morongo Trail I-10 interchange to maximize performance at roundabouts, as well as Seminole Drive improvements at the Main Street I-10 interchange. These ramp improvements and the associated improvements to Apache Trail are consistent with alternative 12 of the I-10 Bypass projects as proposed by the Riverside County Transportation Department. However, they are considered outside of the scope of this PEIR since they would be processed separately through Caltrans.

General Construction Overview

Construction related to improvements of existing or upgraded roadway infrastructure would generally include trenching, backfilling, and surfacing/resurfacing activities. The majority of such construction activities would occur within public ROW within or along existing roadways. Typical construction equipment for roadway infrastructure would include backhoes, skid steer loaders, and dump trucks for excavation activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt paving/resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete paving/resurfacing.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to roadway ROW maintained by Riverside County.

2.4.3. Community Plan Buildout and CIP Construction Phasing

Buildout of the Cabazon Community Plan and CIP is anticipated to occur over a 30-year period. Individual development projects within the Community Plan would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. Similarly, CIP projects would be constructed incrementally as individual projects are funded through general fund revenues, developer impact fees, municipal bonds, and grants.

2.5. Discretionary Approvals

The County's applicable discretionary approvals associated with the project include, but are not limited to, the following:

- Adoption of General Plan Amendment No. 1206 (Cabazon Community Plan)
- Approval of ZR6234 (CIP)
- Certification of the Environmental Impact Report

Project approval is subject to actions set forth by the County Planning Commission and Board of Supervisors. Future Community Plan development and CIP projects would be subject to the necessary review process as determined by the County's Planning Department, including applying mitigation measures from this PEIR, as necessary.

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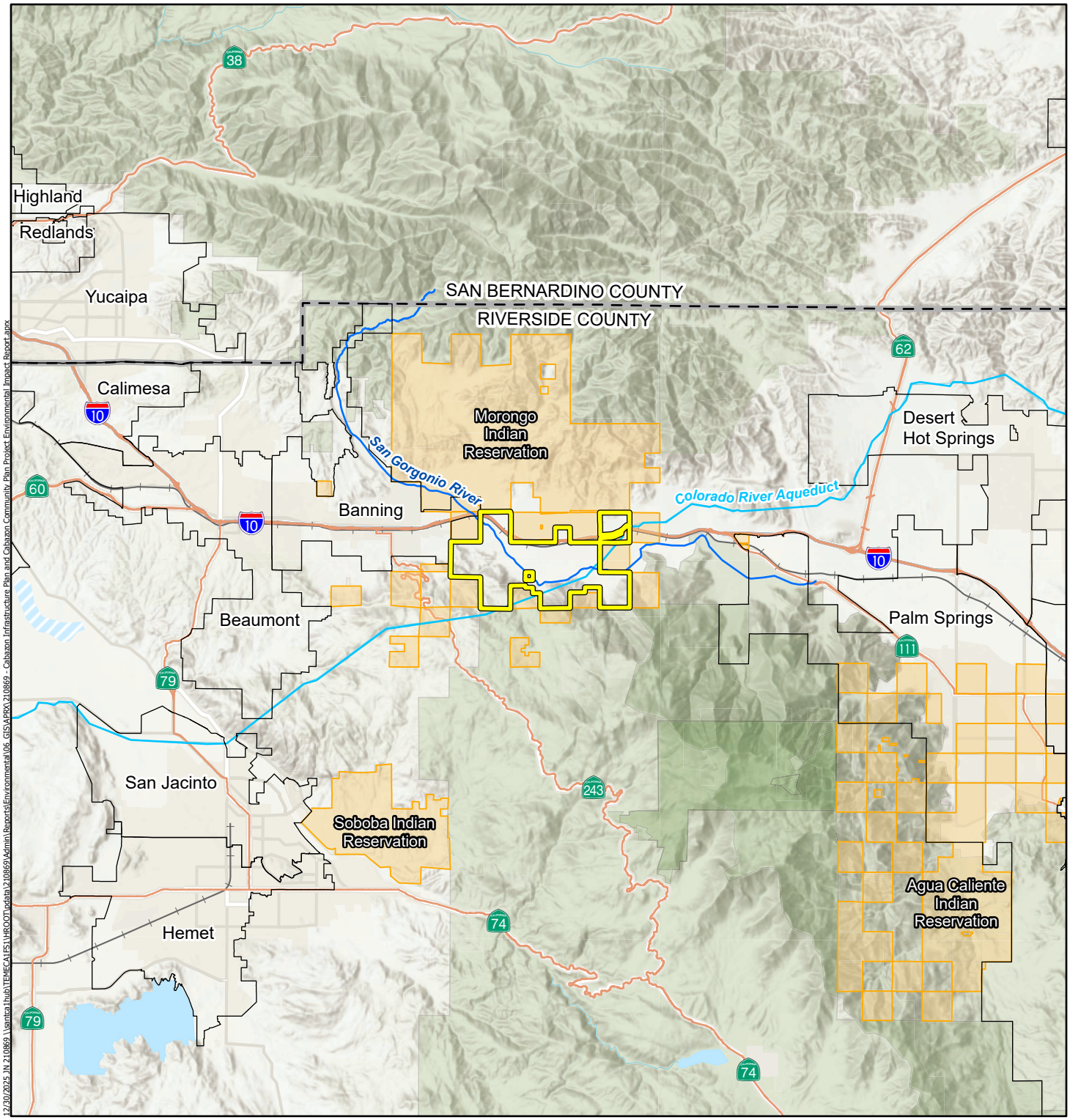

Legend

- Highways
- Railroads
- Aqueduct
- River
- Cabazon Community Plan Boundary
- City Boundaries
- County Boundaries
- Tribal Lands

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: Esri, ArcGIS Online, California Department of Technology, Caltrans, Riverside County

Regional Vicinity

Figure 2-1

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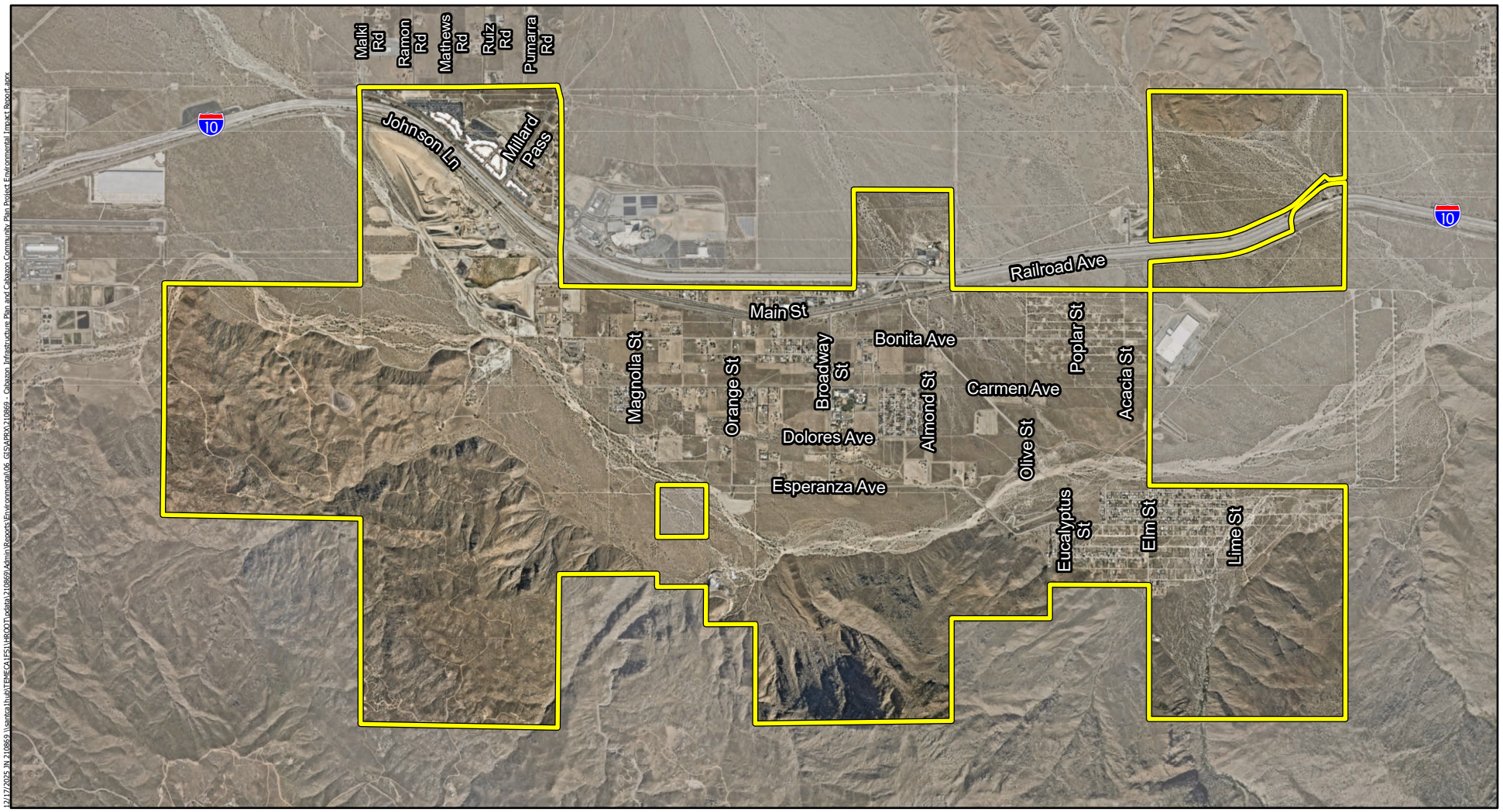

Legend

Cabazon Community Plan Boundary

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Local Vicinity

Figure 2-2

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2025 Nearmap Imagery

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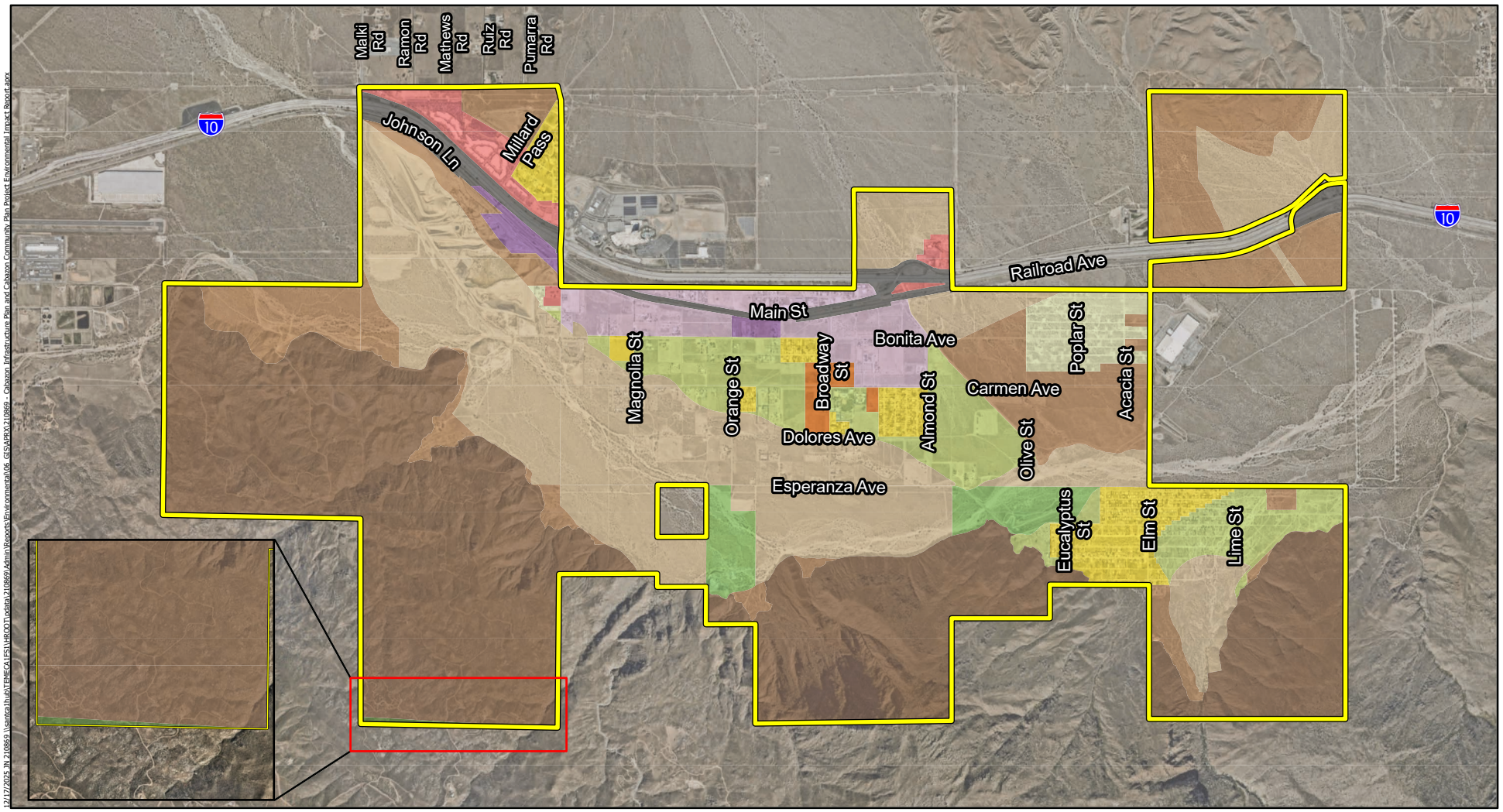

Legend

- Cabazon Community Plan Boundary

Existing Land Use

- Commercial Retail (CR)
- Freeway (FWY)
- Highest Density Residential (HHDR)
- Light Industrial (LI)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Mixed Use Area (MUA)
- Open Space - Conservation (OS-C)
- Open Space - Rural (OS-RUR)
- Rural Desert (RD)
- Rural Mountainous (RM)
- Rural Residential (RR)
- Very Low Density Residential (VLDR)

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2025 Nearmap Imagery

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing Land Use Map

Figure 2-3

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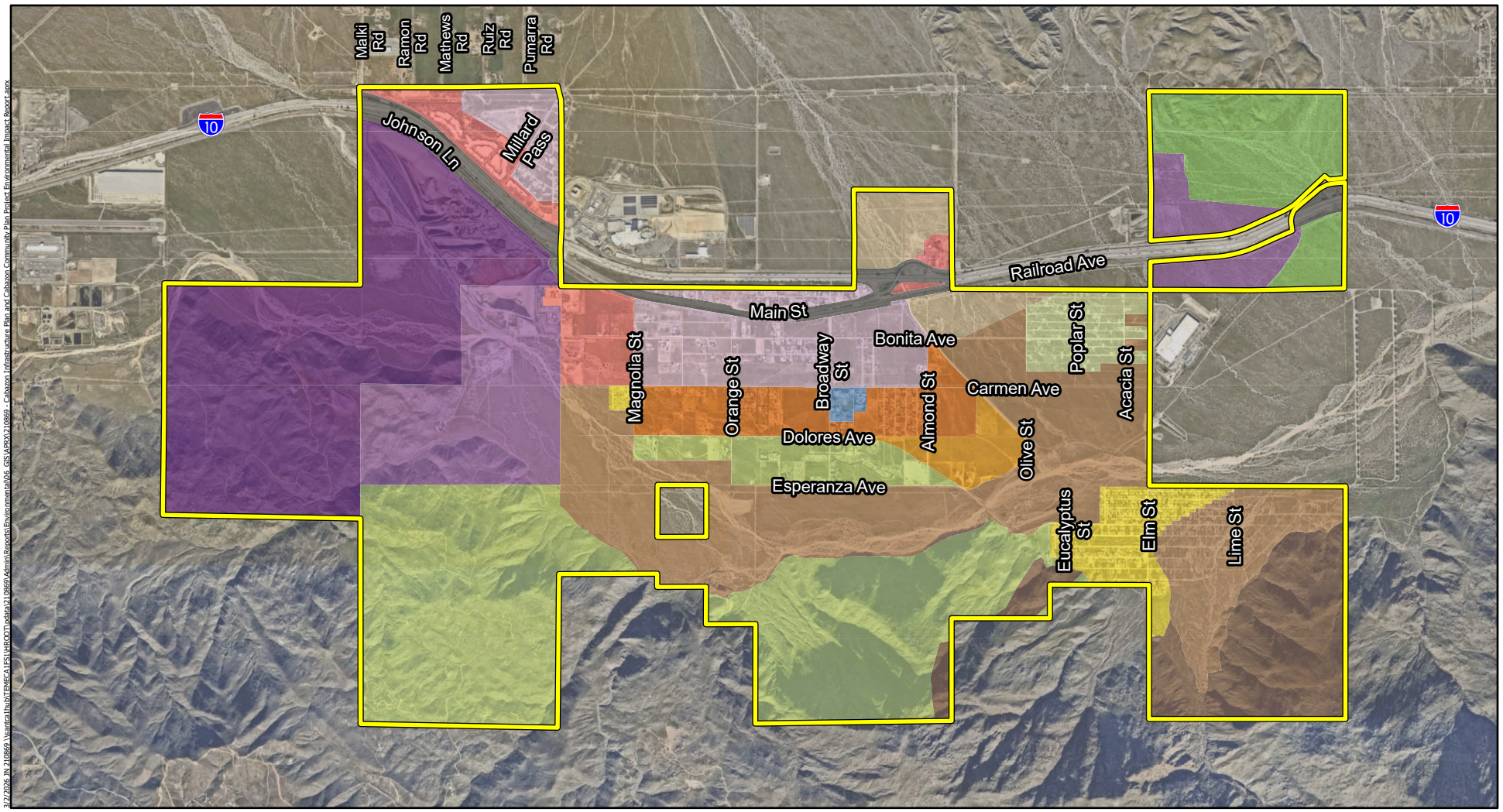

Legend

- Cabazon Community Plan Boundary

Proposed Land Use

- Commercial Retail (CR)
- Freeway (FWY)
- High Density Residential (HDR)
- Highest Density Residential (HHDR)
- Heavy Industrial (HI)
- Low Density Residential (LDR)
- Light Industrial (LI)
- Medium Density Residential (MDR)
- Mixed Use Area (MUA)
- Open Space - Conservation (OS-C)
- Public Facilities (PF)
- Rural Desert (RD)
- Rural Mountainous (RM)
- Rural Residential (RR)
- Very Low Density Residential (VLDR)

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2025 Nearmap Imagery

Michael Baker INTERNATIONAL

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Land Use Map

Figure 2-4

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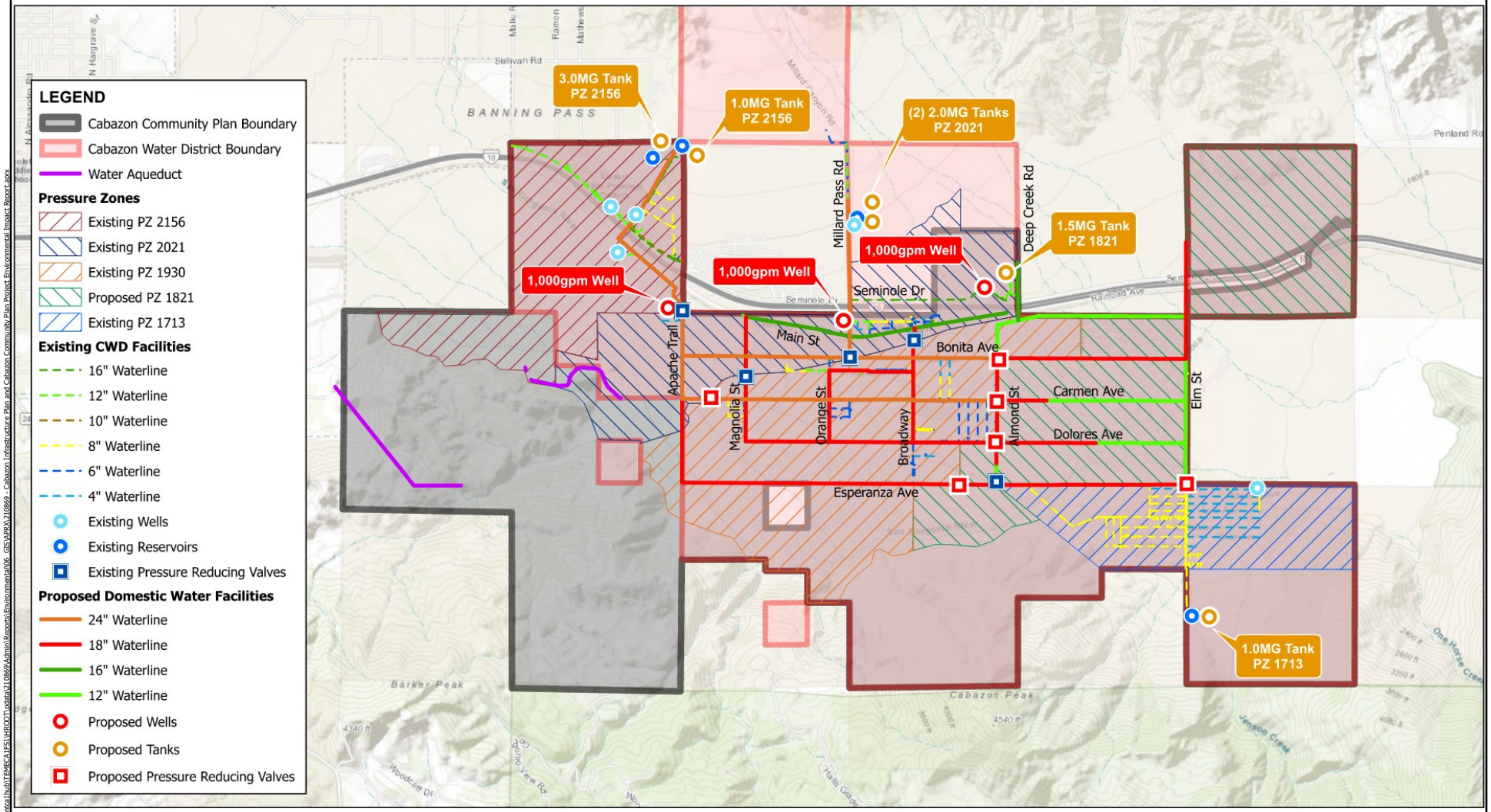

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Domestic Water Facilities

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Albert A. Webb Associates, October 2025

Figure 2-5

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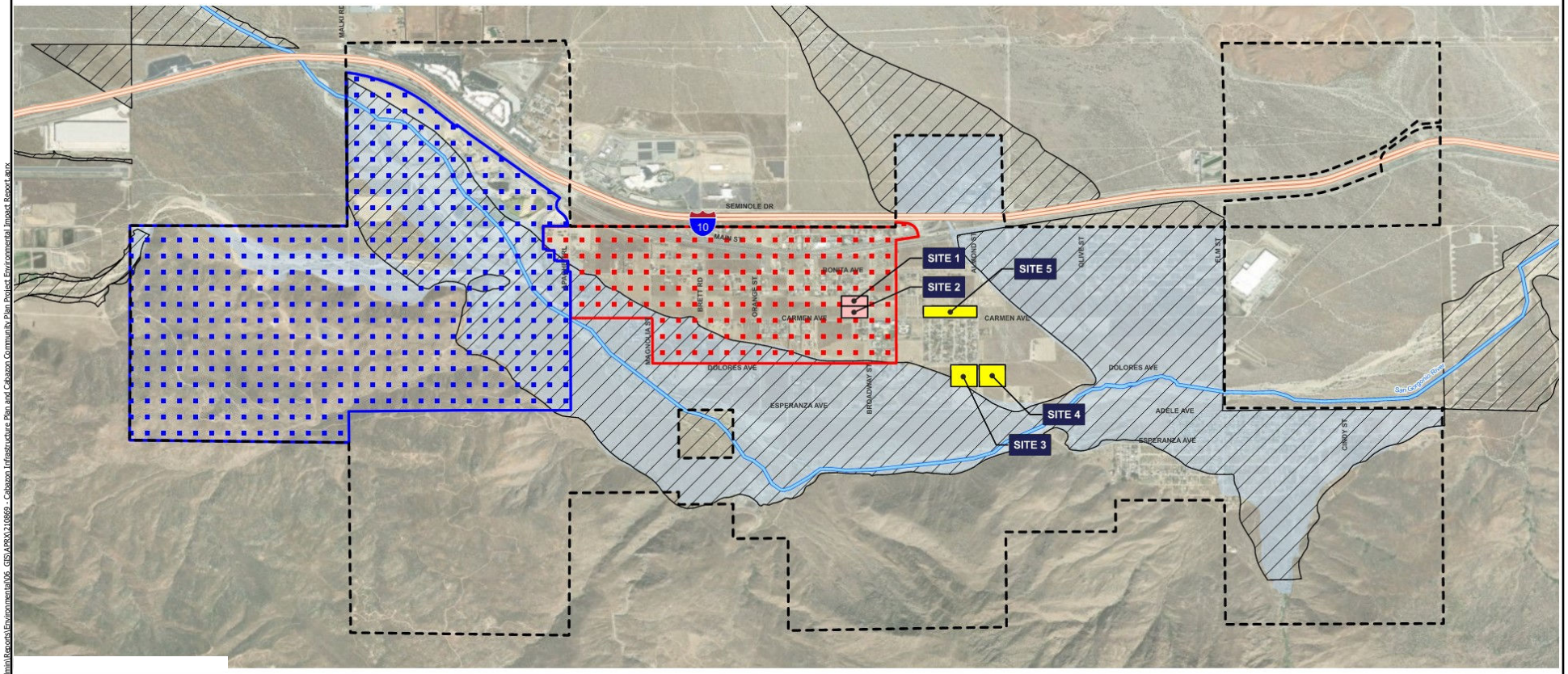

LEGEND

Potential WWTP Sites
- Interim Condition
- Ultimate Condition

RCFC Flood Zones
FEMA Flood Zones

Primary Core Boundary
Secondary Core Boundary
Cabazon Community Plan Boundary

Sources: Riverside County GIS, 2026.

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CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Albert A. Webb Associates, May 2026

Potential Wastewater Treatment Plant Sites

Figure 2-6

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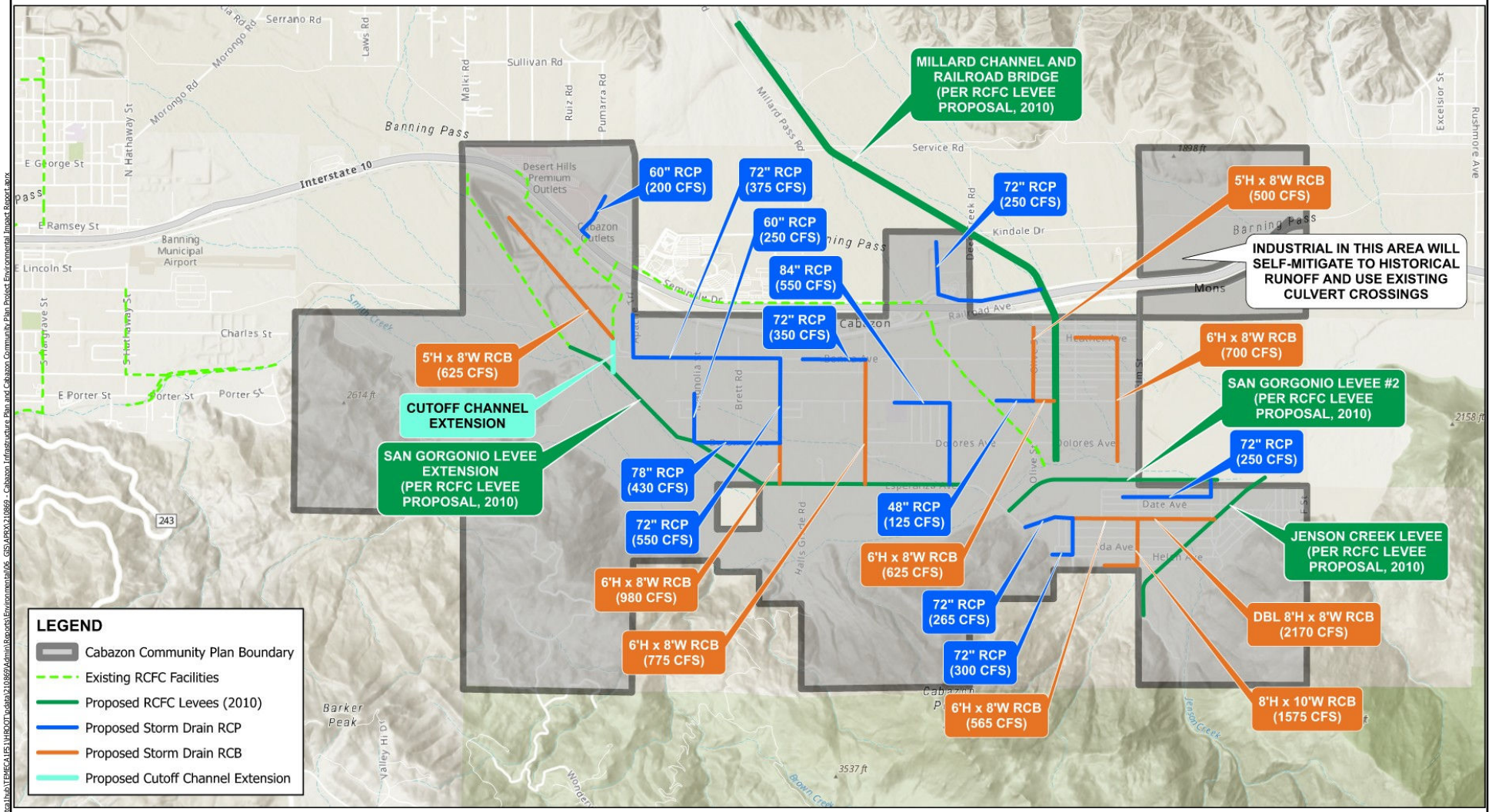

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CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Albert A. Webb Associates, October 2025

Proposed Storm Drain Facilities

Figure 2-7

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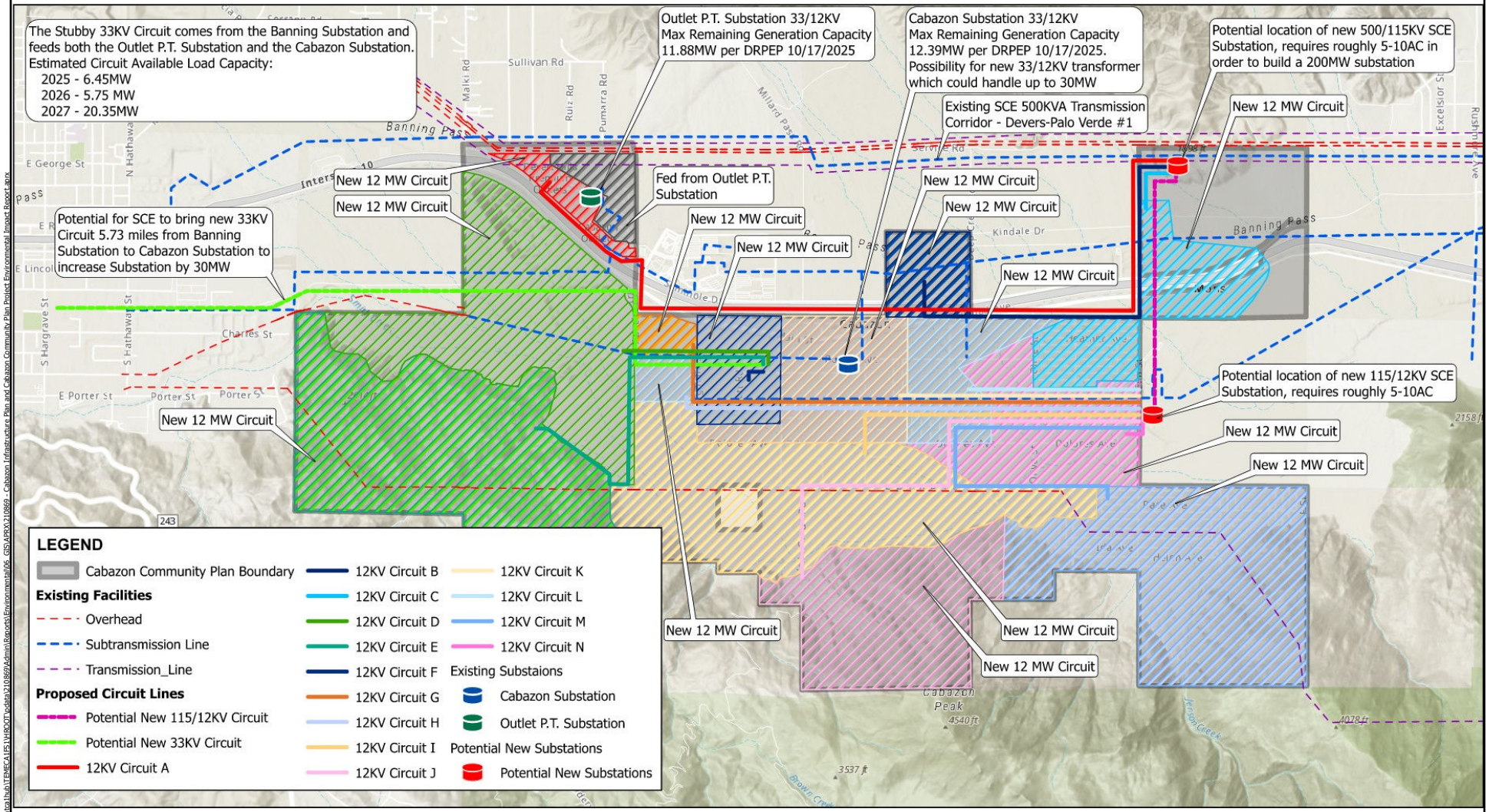

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Albert A. Webb Associates, October 2025

Proposed Dry Utilities Map – Electricity

Figure 2-8

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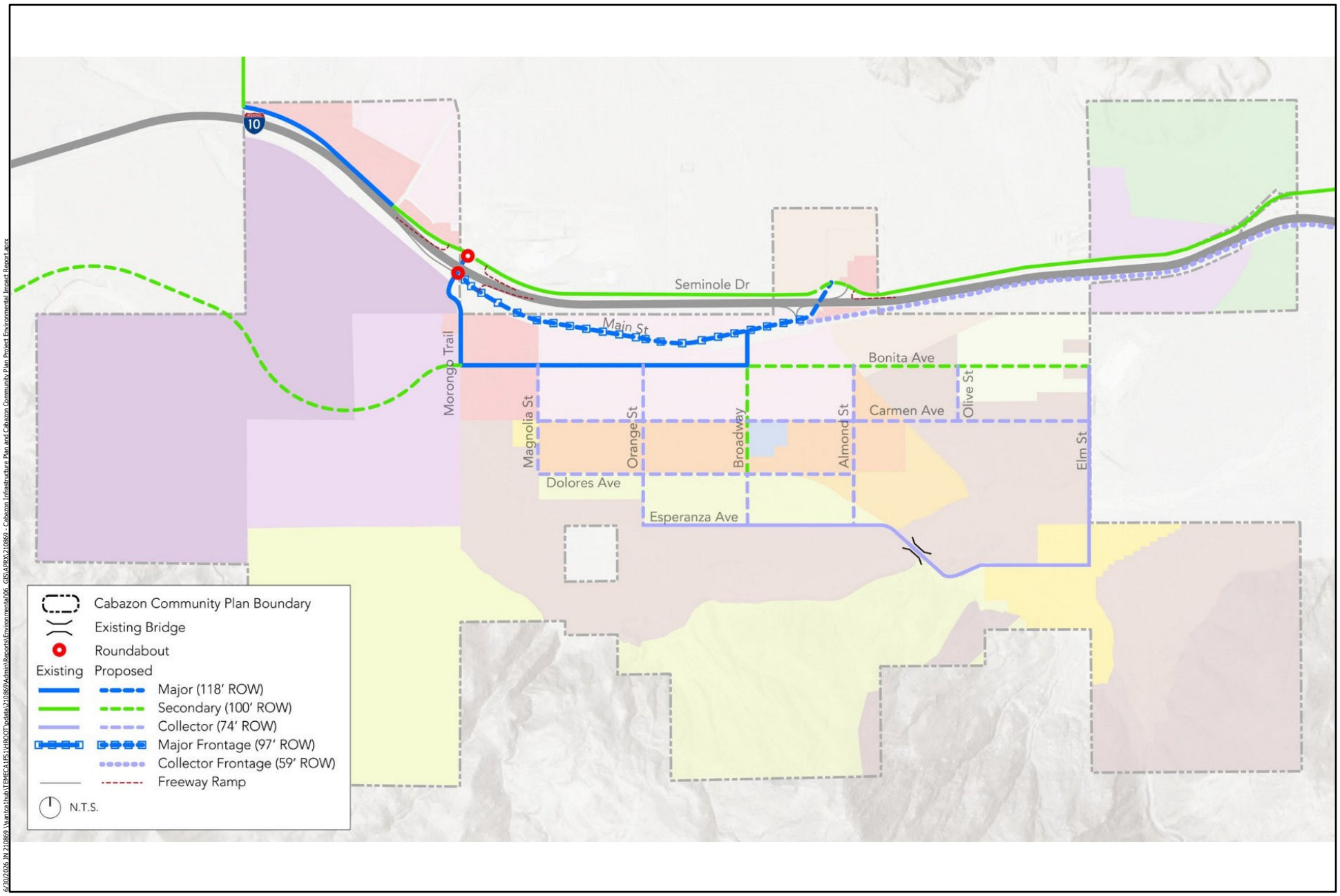

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Riverside County, Cabazon Community Plan, March 2026

Proposed Roadway Circulation

Figure 2-9

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3. ENVIRONMENTAL ANALYSIS

This Program Environmental Impact Report (PEIR) analyzes those environmental issue areas as stated in the Notice of Preparation where potentially significant impacts have the potential to occur (Appendix A).

Section Content and Definition of Terms

The PEIR examines the following environmental factors outlined in the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist Form, as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

- Wildfire
- Growth Inducement

The following environmental issue areas are addressed in Section 4, *Effects Not Found to Be Significant*:

- Agriculture and Forestry Resources
- Mineral Resources

Each potentially significant environmental issue is addressed in a separate section of the PEIR (Sections 3.1 through 3.16) and is organized into the following general subsections:

- **Environmental Setting** describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.
- **Regulatory Framework** describes the pertinent policy, standards, and codes that exist at this time and which may influence or affect the regulatory environment of the proposed project.
- **Impact Analysis and Mitigation Measures** describes the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G Environmental Checklist.

Impact Analysis

The level of significance identifies the degree or severity of an impact with implementation of the proposed project. Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Impacts are classified as potentially significant impact, less than significant impact, or no impact.

Major sources used in crafting significance criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (CEQA Guidelines Section 15064[b][1]). Principally, “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant when compared to the presented criteria. All of the potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational and maintenance (long-term) effects are

considered. Each section also addresses cumulative impacts (described further below) and identifies any significant and unavoidable impacts.

Mitigation Measures

Mitigation measures are those project-specific measures that would be required of the proposed project to avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment. Mitigation measures are included throughout Sections 3.1 through 3.16, where necessary, to address an identified potentially significant impact.

Where significant impacts cannot be feasibly mitigated to less than significant levels, they would be considered significant and unavoidable impacts. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" and the project approved (CEQA Guidelines Section 15093[a]).

Cumulative Impact Evaluation

Cumulative impacts are defined in the CEQA Guidelines Section 15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from a "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." Consistent with CEQA Guidelines Section 15130(a), the discussion in this PEIR focuses on the identification of any significant cumulative impacts and, where present, the extent to which the proposed project would constitute a considerable contribution to the cumulative impact. CEQA Guidelines Section 15130(b) states the following:

> *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 of 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.*

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3.1. Aesthetics

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to scenic resources or vistas, scenic quality, and adverse lighting and glare effects.

The analysis in this section is largely based on viewshed characteristics, site topography, available public views in the project vicinity, as well as the following:

- County of Riverside General Plan (2015)
- County of Riverside Draft Environmental Impact Report No. 521 (Draft EIR No. 521)
- The Pass Area Plan (PAP) (Revised September 28, 2021)

3.1.1. Environmental Setting

Visual Character/Quality

Cabazon's existing development pattern reflects its historic evolution as a small, unincorporated community with limited infrastructure and a largely dispersed land use pattern; refer to Figure 2.2, *Local Vicinity*. The community is characterized by a sparse street network with large areas of vacant and underutilized land between developed parcels. The Union Pacific Railroad runs through the northern portion of the site. Residential development occurs at a wide range of densities, with lot sizes varying from approximately 6,500 square feet in more compact neighborhoods to parcels of up to five acres in peripheral and flood-prone areas. This pattern has resulted in a generally low-density community form with limited internal connectivity.

Land uses are organized largely around Interstate 10 (I-10), which serves as both a regional access point and a physical divider within the community. Major regional destinations, including the Desert Hills Premium Outlets on the northwest side of the Plan Area and the Morongo Casino Resort and Spa (located outside of the project boundary) with associated traveler-serving commercial uses along Seminole Drive, are located north of the freeway. The Cabazon Dinosaurs, another prominent regional attraction, are also situated north of I-10 near the Main Street overpass. Smaller-scale, locally oriented commercial uses are concentrated south of the freeway along Main Street, serving day-to-day needs of residents. Civic and community-serving facilities, including the James A. Venable Community Center, the Cabazon Public Library, Cabazon Elementary School, and other public uses, are centrally located along Broadway near Carmen Avenue, forming an informal civic core. While most of Cabazon lies between I-10 and the San Gorgonio River to the south, an additional suburban residential neighborhood is located across the river near the intersection of Esperanza Avenue and Elm Street, further reinforcing the community's dispersed development pattern. Additionally, the Robertson's Ready Mix, a significant aggregate quarry and processing plant, is located within the western portion of the project boundary south of I-10.

The project area is located along the eastern portion San Gorgonio Pass, a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys. The San Gorgonio

Pass is a valley bounded by the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. The mountains create a visual backdrop for the project area.

Scenic Vistas and Scenic Resources

According to the Riverside County General Plan Multipurpose Open Space Element, scenic resources are an important quality of life component for residents of Riverside County. In general, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources include natural landmarks and prominent or unusual features of the landscape. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways.

The PAP identifies several unique features associated with the project area that could be considered scenic resources, including the San Bernardino Mountains and San Jacinto Mountains, which rise very steeply from the valley floor and form the backdrop of the project area. This mountain ranges are home to the tallest peaks in Southern California, San Gorgonio and San Jacinto, which dominates the skyline. The PAP also identifies watercourses as a unique feature, including the San Gorgonio River and Smith Creek, which bisect the project area.

The PAP also acknowledges the severe slopes associated with the San Bernardino and San Jacinto mountain ranges as an integral part of the character and atmosphere of the San Gorgonio Pass, providing a visual backdrop and containing important habitat and recreational resources.

Scenic vistas are points, accessible to the general public, that provide a view of landscape. No specific scenic vistas are identified by the PAP as being located within the project area.

State Scenic Highways

There are no officially designated state scenic highways within the project area. The closest State scenic highway is State Route 243 (SR-243), located approximately 3.3 miles southwest of the project area. [1] The segment of SR-243 between Idyllwild and the Banning city limits is designated as an official State Scenic Highway, traversing the dramatic landscape of the San Jacinto Mountains and the San Bernardino National Forest. South of Banning, the remainder of SR-243 to its intersection with Interstate 10 is designated as a State Eligible Scenic Highway. Though SR-243 is not located within the project area, it provides an important scenic corridor in the vicinity of the Cabazon Community Plan Area. Portions of the Cabazon Community Plan Area are visible from this corridor, particularly where the highway descends from the mountains toward the valley floor.

Scenic Corridors

Scenic Highways provide motorists with views of distinctive natural characteristics that are not typical of other areas in Riverside County. According to the PAP, there are no County-designated or County-eligible scenic highways within the project area or within the vicinity of the project area.

[1] Caltrans, *California State Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 2, 2026.

Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: 1) light emanating from building interiors passing through windows and 2) light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Glare can also be produced during evening and nighttime hours by reflection of artificial light sources, such as automobile headlights. Glare is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses generally include surrounding travelers utilizing the adjacent roadways.

Currently, light and glare sources are present within the project area, with a larger concentration of light emitting uses within the northern extent of the project area near I-10 and the neighboring Morongo Casino. Existing sources of nighttime lighting include residential uses distributed throughout the project area, vehicle headlights from motorists along I-10, rail operations, traffic signal lighting at roadway intersections, and security lighting associated with non-residential uses.

3.1.2. Regulatory Framework

Federal

There are no Federal regulations pertaining to aesthetics or visual resources that are applicable to the proposed project.

State

California Scenic Highway Program

The State of California adopted a Scenic Highway Program (Streets and Highways Code Section 260 et seq.) to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas adjacent to highways. The scenic designation is based on the amount

of natural landscape visible by motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist's enjoyment of the view.

Local

County of Riverside General Plan

The County's General Plan includes policies aimed at the protection and maintenance of scenic resources. Relevant policies are listed below.

Land Use Element

LU 9.1 Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.

Multipurpose Open Space Element

OS 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.

OS 22.5 Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.

The Pass Area Plan

The following policies contained in the Pass Area Plan are applicable to the project in regard to aesthetics:

PAP 5.6 Allow land uses that serve travelers, such as service stations, markets, and restaurants, to develop immediately adjacent to the future relocated interchange of Interstate 10 and Apache Trail, subject to proper design that assures safe vehicular movement, quality appearance, and appropriate buffering of adjacent residential uses.

PAP 9.1 Adhere to Riverside County's lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

PAP 12.1 Protect the scenic highways in the Pass from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

PAP 14.1 Protect the Santa Ana, San Jacinto, and Salton Sea watersheds and surrounding habitats, and provide flood protection through adherence to the applicable policies within the Multiple Species Habitat Conservation Plan Wetlands and Floodplain and Riparian Area Management Wetlands

and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

PAP 20.1 Identify the ridgelines that provide a significant visual resource for the Pass through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are intended to protect existing aesthetic and visual resources within Riverside County.

Ordinance No. 655, *Regulating Light Pollution*: The intent of this ordinance is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. Ordinance No. 655 defines the zones where light pollution could impact Palomar Observatory: Zone A is within 15 miles; Zone B is between 15 and 45 miles of the observatory. The project area is in Zone B.

Ordinance No. 915, *Regulating Outdoor Lighting*: The intent of this ordinance is to establish a countywide standard for outdoor lighting that would generally prohibit light trespass and protect the health, property, and well-being of residents within the unincorporated Riverside County. This ordinance would regulate light trespass in those areas that fall outside of the 45-mile radius of Ordinance No. 655, mentioned above. Ordinance No. 915 requires all outdoor lights to be adequately shielded and directed such that no direct light falls outside the parcel of origin or onto public rights-of-way.

Ordinance No. 460, *Regulating the Division of Land* and Ordinance No. 461, *Road Improvement Standards and Specifications*: The road standards provided in Ordinance No. 461 conform to the Circulation Element of the General Plan for the purpose of establishing proper standards, specifications and directions for design and construction of any road or other land division improvements required in the unincorporated territory of Riverside County. In regulating road rights-of-way (ROW), Ordinance No. 461 requires that the ROW be kept clear for the traveling public, subsequently protecting the public views. Ordinance No. 460 regulates the division of land for unincorporated Riverside County including the necessary improvements associated with the division of land. As such, the ordinance promotes maintaining visual resources by requiring that subdivisions comply with “Street Tree” provisions as well as installation requirements for electrical and communication facilities, specifically when located near scenic highways. Together, Ordinance No. 460 and Ordinance No. 461 aid in the preservation and protection of existing aesthetic and visual resources while also potentially adding new visual resources to Riverside County when street trees are required.

Ordinance No. 348, *Land Use*: Riverside County’s Land Use Ordinance establishes allowable uses of land and sets standards for what and how land may be developed. The ordinance protects the people and property of Riverside County from development of unsuitable land uses and aims to ensure that built areas are developed safely and with minimal conflict with surrounding lands. Regarding aesthetics and visual resources, Ordinance No. 348 specifically requires that all Wind Energy Conversion Systems maintain specific setbacks from all State or County eligible or designated scenic highways, thereby reducing potential adverse impacts to scenic highways. The

setback distance is determined by the actual location of the highway. Ordinance No. 348 also identifies requirements for landscaping associated with development proposals. The landscaping of development projects enhances the visual character and aesthetic quality of a site and its surroundings.

Ordinance No. 457, *Building Codes and Fees Ordinance*: This ordinance regulates grading, buildings, and structures within Riverside County. Ordinance No. 457 enhances the existing visual character and aesthetic quality of development sites and the surrounding areas by requiring development projects that involve cut and fill slopes of particular vertical heights to be landscaped in order to provide proper erosion control measures. Erosion control landscaping plans must be submitted to and approved by the Riverside County Building and Safety Department prior to installation.

Riverside County Design Standards and Guidelines

The Countywide Design Standards and Guidelines provide the baseline criteria, in which to measure and to evaluate residential design, residential street design, and landscape street design. The degree to which the design guidelines are met is subject to a finding or determination made by the County. Variations to either the design standards or guidelines may be considered by the Planning Commission or Board of Supervisors in the review of any project.

To successfully shape the County's future, piecemeal regulations must be replaced by overall strategies, guidelines, and standards that maintain base values and promote connectivity. Design strategies have been developed to provide for the continuous evolution of urban and rural form consistent with the sense of knowing where one is, the enjoyment in moving through urban/rural environments and providing the opportunity to experience physical and visual variety and diversity throughout the County. Enhancing community edges, landmarks, districts, nodes, and paths can strengthen the physical and visual experiences creating this composite image of Riverside County.

3.1.3. Significance Thresholds and Methodology

Significance Thresholds

According to Appendix G of the California Environmental Quality Act Guidelines, the proposed project would have a significant impact related to aesthetics if, except as provided in Public Resources Code Section 21099, it would:

1. Have a substantial adverse effect on a scenic vista.

2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

3.1.4. Project Impacts and Mitigation

Scenic Vista

Impact 3.1-1	**The project could have a substantial adverse effect on a scenic vista. Impacts would be less than significant.**

As previously noted, the project area affords full views of several unique features that could be considered scenic resources. The PAP identifies several unique features associated with the project area that could be considered scenic resources, including the San Bernardino Mountains and San Jacinto Mountains, which rise very steeply from the valley floor and form the backdrop of the project area. This mountain ranges are home to the tallest peaks in Southern California, San Gorgonio and San Jacinto, which dominates the skyline. The PAP also identifies watercourses as a unique feature, including the San Gorgonio River and Smith Creek, which bisect the project area. The PAP also acknowledges the severe slopes associated with the San Bernardino and San Jacinto mountain ranges as an integral part of the character and atmosphere of the San Gorgonio Pass, providing a visual backdrop and containing important habitat and recreational resources.

No specific scenic vistas are identified by the PAP as being located within the project area. However, public views of these unique features are available throughout the project area by motorists, pedestrians, and bicyclists traveling along local roadways. Project implementation would increase residential densities and non-residential land use intensities in specific areas, and

could introduce aboveground Cabazon Infrastructure Plan (CIP) facilities (i.e., substations, wastewater treatment plants, water tanks, etc.) which may occur in proximity to scenic views and vistas. However, development occurring as part of the proposed project would be subject to detailed planning review to ensure high-quality development that is complementary and compatible with the community character and design. The proposed Development and Design Standards included in Chapter 6 of the Cabazon Community Plan are an integral component of the project and intend to provide direction for site design, architecture, streetscapes, bicycle and pedestrian facilities, signage, and lighting for the Plan Area. Building massing, height limitations, and setback requirements included in the Development Standards would preserve public views to unique features within the project area. Similarly, the Cabazon Community Plan Land Use Plan has been developed to promote a balanced pattern of residential, commercial, employment, and open space uses and focuses more intensive development (i.e., mixed uses and high density residential) away from the San Bernardino and San Jacinto foothills and San Gorgonio River and Smith Creek, preserving views and access to these resources. The Cabazon Community Plan includes the following policies that would further preserve scenic vistas and viewpoints:

LU-3.1 Scenic Ridgeline Protection. Protect significant ridgelines and scenic resources consistent with hillside development policies of the Riverside County General Plan.

LU-3.2 Sensitive Lands Protection. Ensure development avoids or minimizes impacts to environmentally sensitive lands including wildlife corridors, sand transport systems, and natural drainage patterns.

County staff would review site-specific development proposals and CIP projects against the Cabazon Community Plan Land Use Plan, Development and Design Standards, and policies to ensure public views of unique features are preserved. Impacts to scenic vistas would be less than significant in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Scenic Resources

Impact 3.1-2	**The project could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Impacts would be less than significant.**

There are no State-designated scenic highways within the project area. The closest State scenic highway is State Route 243 (SR-243), located approximately 3.3 miles southwest of the project area. [2] The segment of SR-243 between Idyllwild and the Banning city limits is designated as an official State Scenic Highway, traversing the dramatic landscape of the San Jacinto Mountains and the San Bernardino National Forest. South of Banning, the remainder of SR-243 to its

[2] Caltrans, *California State Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 2, 2026.

intersection with I-10 is designated as a State Eligible Scenic Highway. Though SR-243 is not located within the project area, it provides an important scenic corridor in the vicinity of the Cabazon Community Plan Area. Portions of the Cabazon Community Plan Area are visible from SR-243, particularly where the highway descends from the mountains toward the valley floor.

As noted in Impact 3.1-1, project implementation would increase residential and non-residential land uses in specific areas and could introduce aboveground CIP facilities which may be visible from SR-243. However, development occurring as part of the proposed project would be subject to detailed planning review to ensure high-quality development that is complementary and compatible with the community character and design. County staff would review site-specific development proposals and CIP projects against the Cabazon Community Plan Land Use Plan, Development and Design Standards, and policies LU-3.1 and LU-3.2 to ensure public views of unique features that characterize the Plan Area are preserved. A less than significant impact would occur.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Degrade Visual Character or Quality

Impact 3.1-3	**The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Impacts would be significant and unavoidable.**

Public Resources Code Section 21071 defines “urbanized area” as an unincorporated area that satisfies the criteria in both paragraph (1) and (2) of the following criteria:

> *(1) Is either of the following:*
>
> > *(A) Completely surrounded by one or more incorporated cities, and both of the following criteria are met:*
> >
> > > *(i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons.*
> > >
> > > *(ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities.*
> >
> > *(B) Located within an urban growth boundary and has an existing residential population of at least 5,000 persons per square mile. For purposes of this subparagraph, an “urban growth boundary” means a provision of a locally adopted general plan that allows urban uses on one side of the boundary and prohibits urban uses on the other side.*
>
> *(2) The board of supervisors with jurisdiction over the unincorporated area has previously taken both of the following actions:*

(A) Issued a finding that the general plan, zoning ordinance, and related policies and programs applicable to the unincorporated area are consistent with principles that encourage compact development in a manner that does both of the following:

(i) Promotes efficient transportation systems, economic growth, affordable housing, energy efficiency, and an appropriate balance of jobs and housing.

(ii) Protects the environment, open space, and agricultural areas.

(B) Submitted a draft finding to the Office of Planning and Research at least 30 days prior to issuing a final finding, and allowed the office 30 days to submit comments on the draft findings to the board of supervisors.

The project area does not meet the criteria in both paragraph (1) and (2) of Public Resources Code Section 21071. Thus, the Cabazon Community Plan and CIP are evaluated for their potential to impact existing visual character or quality of public views of the site and its surroundings rather than potential to conflict with applicable zoning and other regulations governing scenic quality.

Short-Term Impacts

Short-term construction-related activities associated with future development activities would temporarily alter the existing visual character of the project site and surrounding area. The visual impact associated with construction activities would involve graded surfaces, construction materials, equipment, and truck traffic. Soil could be stockpiled and equipment for grading activities would be staged at various locations. In addition, temporary structures could be located onsite during various stages of construction. Materials storage areas and/or construction debris piles may be visible at staging areas. These construction activities and equipment could temporarily degrade the existing visual character and quality of the project area during the construction phase. Future construction staging and parking areas would occur within the boundaries of the project area. Views of the construction activities and staging areas could be visible from surrounding residential uses, as well as pedestrians, motorists, and bicyclists traveling along roadways onsite and adjoining the project site. However, with implementation of Mitigation Measure **AES-1**, equipment staging areas would include appropriate screening (i.e., temporary fencing with opaque material) and would reduce views toward construction staging areas, to the extent feasible. Moreover, development areas would vary such that areas of temporary construction-related visual impacts would change depending upon the location of development within the project area. With implementation of Mitigation Measure **AES-1**, potential construction-related visual impacts would be reduced to less than significant levels.

Long-Term Impacts

The visual analysis of a project must consider its visual quality and compatibility in consideration of the area's visual sensitivity. The following analysis evaluates the project for compatibility with the character of the surrounding land uses, in consideration of the following visual elements:

- Architectural features (e.g., repetition of design elements: materials, texture, colors, form, type of construction, details, and building systems);
- Scale and Height (e.g., size/height relationships between adjacent buildings, and between buildings and adjacent open spaces); and
- Property setbacks (e.g., setbacks providing distance and/or a visual buffer between the project site and receptors).

As discussed above in Section 3.1.1, *Environmental Setting*, the project area is defined by rural residential, commercial and mining uses. Residential areas are located primarily south of Interstate 10, characterized by large-lot neighborhoods and open desert landscapes. Commercial activity is concentrated north of the freeway along Seminole Drive, that includes major retail, hospitality, entertainment, and tourist attractions. Additionally, the Robertson's Ready Mix Quarry is located south of I-10.

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce aboveground CIP facilities (i.e., substations, wastewater treatment plants, water tanks, etc.) which may impact the visual character or quality of public views of the project area and its surroundings. However, development occurring as part of the proposed project would be subject to detailed planning review to ensure high-quality development that is consistent with the Cabazon Community Plan's land use policies and development and design standards that guide the scale, form, and visual character of future development. The proposed Development and Design Standards included in the Cabazon Community Plan are an integral component of the project and provide direction for site design, architecture, streetscapes, bicycle and pedestrian facilities, signage, and lighting. Building massing, height limitations, and setback requirements included in the Design Standards would preserve and enhance visual character and quality of the project area. Further, the Cabazon Community Plan includes the following policies that would preserve and enhance visual character and quality:

LU-4.4 Industrial Compatibility: Require industrial, mining, and similar uses to incorporate design and operational measures that minimize impacts to nearby residential areas, including noise, light, air quality, and traffic impacts.

LU-4.6 Logistics and Warehouse Development Standards: Require new logistics and warehouse development that qualifies under California Government Code Section 65098 (Assembly Bill 98) to be sited and designed in compliance with the provisions of that section. Project review shall ensure that such facilities incorporate applicable measures addressing land use compatibility, environmental performance, and operational characteristics consistent with State law.

LU-5.1 Community Landmarks and Identity. Support development of landmarks, signage, public art, and other features that reinforce Cabazon's unique identity and cultural heritage.

LU-5.2 Development Design Standards. Require new development to comply with the design standards and guidelines established in Chapter 6 of the Cabazon

Community Plan to ensure high-quality site design, compatibility with surrounding uses, and consistency with the community's desired character.

LU-5.3 Gateway and Streetscape Improvements. Encourage streetscape and gateway improvements along key corridors that enhance the appearance and sense of arrival into Cabazon.

LU-5.6 Community Art and Cultural Features. Encourage the incorporation of community art, monuments, and culturally meaningful features in public spaces, streetscapes, parks, and along key pedestrian routes, particularly along paths of travel to schools, community centers, and civic facilities.

County Planners would use these criteria in review of submittals to achieve high quality development and compatibility with adjacent land uses and the overall character and quality of the community. However, even with mandatory compliance with the proposed Development and Design Standards, the potential exists for future development and CIP projects to significantly impact visual character due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, impacts would be significant and unavoidable.

Mitigation Measures:

AES-1 Construction equipment staging areas shall be screened (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be approved by the County of Riverside Planning Department and indicated on Final Grading and Building Plans.

Level of Significance: Significant and unavoidable impact.

Create New Source of Substantial Light or Glare

Impact 3.1-4	**The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be significant and unavoidable.**

Short-Term Impacts

Construction activities are anticipated to occur primarily during the daytime hours. All construction activities associated with future development would be subject to compliance with Riverside County Ordinance No. 847, Regulating Noise. Pursuant to Ordinance No. 847, construction activity located within one-quarter of a mile from an inhabited dwelling would be limited to the hours between 6:00 a.m. and 6:00 p.m., June through September, and 7:00 a.m. and 6:00 p.m., October through May. In the event that construction would require nighttime lighting for security purposes, the project applicant would be required to comply with Ordinance No. 655, Regulating Light Pollution, and Ordinance No. 915, Regulating Outdoor Lighting. Ordinance No. 655 defines the zones where light pollution could impact Palomar Observatory and identifies the project area as within Zone B (15 and 45 miles of the observatory). Ordinance No. 655 also restricts the use of certain light fixtures emitting undesirable light rays into the night sky which have a detrimental effect on astronomical observation and research associated with the observatory. Ordinance No.

915 requires all outdoor lights to be adequately shielded and directed such that no direct light falls outside the parcel of origin or onto public rights-of-way. Impacts in this regard would be less than significant.

Long-Term Impacts

Currently, light and glare sources are present within and adjacent to the project area, with a greater concentration of light emitting uses (i.e., residential uses) within the northern extent of the project area. Existing sources of nighttime lighting include the various residential uses distributed throughout the project area, vehicle headlights from traffic along I-10, and other major roadways within the project area, as well as traffic signal lighting occurring at the project's intersections. Additionally, nighttime lighting associated with Cabazon Outlets and Morongo Casino, roadway, parking lot, and security lighting occur throughout the project area. Sources of glare include industrial and warehousing structures, as well as Morongo Casino, and residential development.

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce aboveground CIP facilities (i.e., substations, wastewater treatment plants, water tanks, etc.) which could introduce new sources of light and glare. Lighting sources associated with future development may include street lighting, security lighting, parking lot lighting, lighting associated with the interior of structures, and recreational lighting. All future development would be subject to Ordinance No. 655, Regulating Light Pollution, and Ordinance No. 915, Regulating Outdoor Lighting. Future development would be subject to Pass Area Plan Policy 9.1 to ensure lighting requirements specified in County Ordinance No. 655 are implemented to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory. Additionally, Section 6.7.4, Lighting, of the Cabazon Community Plan identifies lighting standards to minimize light pollution. Finally, the Cabazon Community Plan includes the following proposed policies that would reduce impacts caused by light and glare:

LU-4.3 Dark Sky Protection. Ensure outdoor lighting minimizes light leakage and skyglow consistent with County lighting standards intended to protect night sky visibility and astronomical observation.

LI-4.4 Industrial Compatibility. Require industrial, mining, and similar uses to incorporate design and operational measures that minimize impacts to nearby residential areas, including noise, light, air quality, and traffic impacts.

The County of Riverside would continue to evaluate future development proposals for compatibility with Ordinance No. 655, Ordinance No. 915, PAP 9.1, and the Cabazon Community Plan to reduce impacts to light and glare. However, even with mandatory compliance with Ordinance No. 655, Ordinance No. 915, PAP 9.1, and the Cabazon Community Plan, the potential exists for future development and CIP projects to significantly impact light and glare due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, impacts would be significant and unavoidable.

Mitigation Measures: None required.

Level of Significance: Significant and unavoidable impact.

Cumulative Impacts

Impact 3.1-5 **The project would result in a significant cumulative aesthetic impact. Impacts would be cumulatively considerable.**

The cumulative setting for aesthetics consists of existing and future uses within the proposed project's viewshed. Cabazon is characterized by a low-density, dispersed development pattern reflective of its historical growth as a small, unincorporated community. The visual environment includes a sparse roadway network, large expanses of vacant or underutilized land, and residential development ranging from compact neighborhoods to large-lot and rural residential areas. Interstate 10 serves as a dominant visual and physical feature, organizing land uses and dividing the community. Large-scale regional commercial and tourist-oriented uses are concentrated north of the freeway, while smaller, locally serving commercial and civic uses form an informal community core south of I-10. Industrial activity, including an aggregate quarry, is also present within the project area. Overall, the visual character is defined by a mix of open desert landscapes, infrastructure corridors, and scattered residential, commercial, civic, and industrial uses, with limited internal connectivity.

At full buildout, development under the project would result in a gradual and coordinated evolution of Cabazon's visual character from its existing low-density, dispersed pattern toward a more connected and cohesive urban form. This transformation would occur incrementally over time and would be guided by the Community Plan's land use designations, development and design standards, and applicable County regulations, which collectively govern building scale, massing, setbacks, landscaping, lighting, and site design. Cabazon's overall physical structure would continue to be shaped by the relationship between major transportation corridors, activity centers, residential neighborhoods, and surrounding natural features. Parkway corridors and primary streets would function as visual and functional spines, framed by landscaping, streetscape improvements, and design elements that strengthen community identity and provide a welcoming experience for residents and visitors. Distant views of surrounding mountain ranges and open desert landscapes would continue to provide a prominent natural backdrop, particularly along the community's edges.

Overall, cumulative development under the Cabazon Community Plan and Cabazon Infrastructure Plan, when considered in combination with other existing and reasonably foreseeable development within the surrounding viewshed, would result in a planned and regulated change to the visual setting. Development would be required to comply with adopted land use policies, zoning, and design standards that govern visual compatibility, lighting, landscaping, and building form (including the proposed policies, Development and Design Standards included in the Cabazon Community Plan itself). However, based on the scale of the Cabazon Community Plan and Cabazon Infrastructure Plan, the potential exists for cumulative degradation of overall visual character, as well as cumulative impacts to light and glare. Accordingly, the proposed project would contribute to a cumulatively considerable aesthetic impact.

Mitigation Measures: AES-1.

Level of Significance: Cumulatively considerable impact.

3.2. Air Quality

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to air quality. Air quality impacts were assessed in accordance with methodologies recommended by the California Air Resources Board (CARB) and the Southern California Air Quality Management District (SCAQMD).

This section is based on technical data included in Appendix B, *Air Quality/GHG/Energy Data*, and consistency analyses with the following:

- 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (September 3, 2020)
- 2022 Air Quality Management Plan (2022 AQMP) (December 2, 2022)
- County of Riverside General Plan (General Plan) (2015).
- The Pass Area Plan (Area Plan) (2016).

3.2.1. Environmental Setting

Topography

The project site is located in the community of Cabazon in northwestern Riverside County within the San Gorgonio Pass, a regional topographic feature that separates the interior valleys of Southern California from the Coachella Valley. The San Gorgonio Pass forms a natural corridor between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south and serves as a transition zone between inland valley and desert environments.

Cabazon is situated at the western edge of the Coachella Valley and is characterized by a combination of relatively flat valley floor areas and gently sloping alluvial fan surfaces that extend from adjacent mountain fronts. The surrounding terrain transitions to steep foothills and mountainous areas in both the northern and southern directions, reflecting the influence of the San Bernardino National Forest and associated mountain ranges surrounding the pass.

From a regional air basin perspective, the project site is located near the eastern boundary of the South Coast Air Basin (Basin), which is defined in part by major mountain ranges, including the San Bernardino and San Jacinto Mountains. These topographic barriers define the Basin and influence atmospheric conditions by acting as physical constraints on air movement and pollutant dispersion. The San Gorgonio Pass represents one of the primary breaks in these topographic barriers, allowing for the movement of air masses between inland valleys and desert areas.

The configuration of the surrounding mountains and the orientation of the pass contribute to channelized airflow through the project vicinity. As documented by the SCAQMD, strong winds frequently occur in the Banning Pass/San Gorgonio Pass area and can result in the transport of particulate matter, including windblown dust, through the corridor. These topographic conditions are a key factor in local dispersion characteristics and influence regional air quality patterns within the project area.

Meteorology and Climate

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The project site is within the Basin, which includes the non-desert portions of Riverside, Los Angeles, and San Bernardino counties, and all of Orange County. The Basin is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the perimeter's remainder.[1] Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The Basin is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile Basin ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

The climate of the Cabazon area is characterized as semi-arid to arid, reflecting its position within the San Gorgonio Pass transition zone between the inland valleys of Southern California and the Coachella Valley desert region.

Meteorological conditions within the project vicinity are strongly influenced by regional topography, particularly the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. These mountain ranges define the boundaries of the SCAB and influence large-scale atmospheric circulation patterns, including the movement and confinement of air masses within the basin. Airflow within this region is further influenced by the San Gorgonio Pass, which provides a major pathway for air exchange between coastal/inland valley areas and the desert environment to the east.

Surface wind patterns in the Cabazon area are characterized by strong and persistent winds that are funneled through the San Gorgonio Pass. According to the SCAQMD, the Banning Pass/San Gorgonio Pass region frequently experiences high wind events that can transport particulate matter (PM_{10}) in the form of windblown dust, particularly during periods of elevated wind speeds. These winds are generally influenced by regional pressure gradients, resulting in predominant westerly to northwesterly flow through the pass.

Temperature conditions in the project area reflect both inland valley and desert influences, with warm to hot summers and mild winters. Daily and seasonal temperature variations are influenced by elevation and proximity to surrounding mountain ranges, with cooler conditions at higher elevations and warmer conditions within valley floor areas. Precipitation in the region is generally low and occurs primarily during winter storm events, with limited rainfall during the summer months, consistent with the broader semi-arid climate of interior Southern California.

Atmospheric dispersion characteristics in the Cabazon area are influenced by a combination of topographic and meteorological factors. While the surrounding mountain ranges can limit pollutant

[1]South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

dispersion within the broader basin, the presence of the San Gorgonio Pass facilitates enhanced air movement and mixing due to strong winds. However, under certain conditions, such as low wind speeds or stable atmospheric conditions, pollutant accumulation may still occur within localized areas. Overall, the dynamic wind regime associated with the San Gorgonio Pass plays a key role in regional pollutant transport and dispersion.

Local Ambient Air Quality

The CARB monitors air quality at over 250 monitoring stations throughout the State. The monitoring station representative of the Cabazon area is the Banning Airport monitoring station located to the west of the Cabazon area. The air pollutants measured at Banning Airport monitoring station include ozone (O_3), nitrogen dioxide (NO_2), particulate matter (PM_{10}), and fine particulates ($PM_{2.5}$). The closest monitoring station with carbon monoxide (CO) air quality data is the Palm Springs Fire Station monitoring station, located approximately 13.0 miles east of the project site. The air quality data monitored at these monitoring stations from 2022 to 2024 are presented in Table 3.2-1, *Measured Air Quality Levels*.

TABLE 3.2-1 MEASURED AIR QUALITY LEVELS

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[3] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2022 2023 2024	1.120 ppm 0.902 ppm 3.398 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[2] (1-Hour)	0.09 ppm for 1 hour	N/A	2022 2023 2024	0.116 ppm 0.140 ppm 0.138 ppm	30 / 0 28 / 0 42 / 0
Ozone (O_3)[2] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2022 2023 2024	0.100 ppm 0.106 ppm 0.111 ppm	56 / 59 51 / 53 73 / 74
Nitrogen Dioxide (NO_2)[2]	0.180 ppm for 1 hour	0.100 ppm for 1 hour	2022 2023 2024	0.052 ppm 0.050 ppm 0.054 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[2,4,5]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2022 2023 2024	48.3 µg/m^3 94.5 µg/m^3 43.8 µg/m^3	NA / 0 12.2 / 0 0 / 0
Fine Particulate Matter ($PM_{2.5}$)[2,5]	No Separate State Standard	35 µg/m^3 for 24 hours	2022 2023 2024	37.9 µg/m^3 68.2 µg/m^3 26.2 µg/m^3	NA / NA NA / NA NA / NA

Sources: California Air Resources Board, *iADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed April 21, 2026.

California Air Resources Board, *AQMIS Air Quality and Meteorological Information's Systems*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed April 21, 2026.

Notes: ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; NA = Not Applicable

[1] Maximum concentration is measured over the same period as the California Standard.

[2] Measurements taken at the Banning Airport monitoring station 200 South Hathaway Street, Banning CA 92220.

[3] Measurements taken at the Palm Springs Fire Station Monitoring Station located at 590 East Racquet Club Avenue, Palm Springs CA 92262.

[4] PM10 exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.

[5] PM10 and PM2.5 exceedances are derived from the number of samples exceeded, not days.

Criteria Air Pollutants

Criteria air pollutants are described below in order of pollutants that have the greatest potential to trigger a significance finding.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of the incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency), as seen in high altitudes, are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate number of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X is a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust,

diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standards in court, and the implementation of the standards was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with sulfur oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see above) are often used interchangeably.

Toxic Air Contaminants

In addition to criteria air pollutants, plans and individual projects may directly or indirectly emit toxic air contaminants (TACs). TACs are airborne substances that can cause short-term (acute) and/or long-term (chronic and/or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). Human health effects of TACs can include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity that may be emitted from a variety of common sources including gasoline stations, automobiles, diesel engines, dry cleaners, industrial operations, and painting operations. Thus, individual TACs vary greatly in the health risk they present; and at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but instead are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances to provide quantitative estimates of the risks. In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant of a project that would emit TACs is required to conduct a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

Diesel particulate matter (DPM) is also a pollutant of concern. CARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans. The estimated cancer risk from exposure to DPM is much higher than the risk associated with any other TAC routinely measured in the region.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of criteria pollutants and toxics are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks.

Sensitive receptors within the project area primary include single- and multi-family residences interspersed throughout the project area, as well as Cabazon Elementary School. Sensitive receptors located outside the project stie boundaries include single- and multi-family residences situated along the project's northwestern boundary within the Morongo Reservation.

3.2.2. Regulatory Framework

Federal

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare, National and California Ambient Air Quality Standards. The NAAQS and California Ambient Air Quality Standards (CAAQS) are presented in Table 3.2-2, *National and California Ambient Air Quality Standards.*

TABLE 3.2-2 NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Nonattainment	N/A	N/A
	8 Hours	0.070 ppm (137 µg/m^3)	Nonattainment	0.070 ppm (137 µg/m^3)	Nonattainment
Particulate Matter (PM_{10})	24 Hours	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment/ Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No State Standard		35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Attainment	9.0 µg/m^3	Attainment/ Maintenance
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment/ Maintenance
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment/ Maintenance
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	N/A	53 ppb (100 µg/m^3)	Attainment/ Maintenance
	1 Hour	0.18 ppm (339 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Attainment/ Maintenance
Lead (Pb)[7,8]	30 days Average	1.5 µg/m^3	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m^3	Attainment/ Maintenance
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m^3	Attainment/ Maintenance
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 µg/m^3)	Attainment	0.14 ppm (for certain areas)	Unclassified/ Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/ Attainment

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m^3	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 µg/m^3)	N/A		

Source: California Air Resources Board, *California Ambient Air Quality Standards*, https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards, accessed May 4, 2026.

Notes: mg/m^3 = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general Statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the Statewide and Lake Tahoe Air Basin standards, respectively.

State

California Air Resources Board

CARB administers the air quality policy in California. The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 3.2-2, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as non-attainment.

CARB's other responsibilities include overseeing compliance by local air districts with California and Federal laws; approving local air quality plans; submitting State Implementation Plans (SIPs) to the EPA; monitoring air quality; determining and updating area designations and maps; adopting measures and regulations for control of emissions of toxic air contaminants and portable equipment operated within the State, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

California Green Building Standard Code

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The CALGreen Code is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment.

Since 2011, the CALGreen Code has been mandatory for all new residential and non-residential buildings constructed in the State. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2025 to include new mandatory measures for residential and non-residential uses; the new measures took effect on January 1, 2026.

Local

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Riverside, Los Angeles, and San Bernardino Counties. The agency's primary responsibility is ensuring that State and Federal ambient air quality standards are attained and maintained in the Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction. The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with Federal agencies, provides the control element for mobile sources.

The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP incorporates the SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) and motor vehicle emissions from CARB. SCAG updates the RTP/SCS every four years and the most recent plan, the 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted on April 4, 2024. Connect SoCal 2024 is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy, and sustainability through 2050. However, SCAQMD has not adopted an updated AQMP to incorporate Connect SoCal 2024.

In addition to the 2022 AQMP and its rules and regulations, the SCAQMD published the CEQA Air Quality Handbook. The SCAQMD CEQA Air Quality Handbook provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the CEQA Air Quality Handbook, local land use planners and other consultants can analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the current CEQA Air Quality Handbook approved by the SCAQMD Governing Board in 1993.

SCAQMD adopts rules and regulations to implement various portions of the AQMP. Several of these rules may apply to the project construction and/or operation. SCAQMD Rule 403 requires the implementation of the best available fugitive dust control measures during active construction activities. These construction activities typically include on-site earth-moving activities, construction/demolition activities, and construction equipment traveling on paved and unpaved roads.

The following SCAQMD rules and regulations would be applicable to the proposed project:

- SCAQMD Rule 401 (Visible Emissions): Provide limits for the visible emissions from sources;
- SCAQMD Rule 402 (Nuisance): Prohibits the discharge of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public;
- SCAQMD Rule 403 (Fugitive Dust): Requires projects to incorporate fugitive dust control measures;
- SCAQMD Rule 445 (Wood-Burning Devices): Prohibits the installation of wood-burning devices into any new development;
- SCAQMD Rule 1108 (Cutback Asphalt): Limits the volatile organic compound (VOC) content of asphalt;
- SCAQMD Rule 1113 (Architectural Coatings): Limits the VOC content of architectural coatings;

- SCAQMD Rule 1143 (Consumer Paint Thinners & Multi-Purpose Solvents): Limits VOC content of solvents used during construction;
- SCAQMD Rule 1405 (Control of Ethylene Oxide Emissions from Sterilization and Related Operations): Establishes requirements to reduce ethylene oxide emissions from facilities that use ethylene oxide for sterilization and fumigation processes (namely, the owner or operator of any facility performing ethylene oxide sterilization, any post-aeration storage facility, any Tier I warehouse, and any Tier II warehouse); and
- SCAQMD Rule 2305 (Warehouse Indirect Source Rule – WAIRE Program): Indirect source rule that regulates warehouse facilities to reduce air pollution from the goods movement industry. The WAIRE Program applies to warehouses with 100,000 square feet or more of indoor floor space in a single building.

Southern California Association of Governments

SCAG is the regional planning agency that implements the 2020-2045 RTP/SCS for Riverside, Los Angeles, Orange, Ventura, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the Federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The 2020-2045 RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), many of which are incorporated into the 2022 AQMP. The SCAQMD combines its portion of the AQMP with measures prepared by SCAG.[2] The Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on the 2020-2045 RTP/SCS.[3]

On April 4, 2024, the SCAG Regional Council adopted *Connect SoCal (2024-2050 Regional Transportation Plan/Sustainable Communities* Strategy [2024-2050 RTP/SCS]). The 2024-2050 RTP/SCS provides a long-range vision for integrating land use and transportation planning to accommodate future growth while reducing traffic congestion, improving air quality, and supporting long-term economic vitality. The plan includes strategies to address the region's housing needs, climate change adaptation, and investment in underserved communities.

The 2024-2050 RTP/SCS was developed through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and other stakeholders. The plan guides

[2] South Coast Air Quality Management District, *2022 Air Quality Management Plan*, adopted December 2, 2022.
[3] SCAG updates the RTP/SCS every four years and the most recent plan, the 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted on April 4, 2024. Connect SoCal 2024 is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy, and sustainability through 2050. However, SCAQMD has not adopted an updated AQMP to incorporate Connect SoCal 2024.

the coordinated development, management, and operation of an intermodal transportation network serving the SCAG region, while supporting compliance with State GHG reduction requirements and applicable Federal air quality standards.

Local

County of Riverside General Plan

The County of Riverside adopted its General Plan in December of 2015, and the most recent General Plan Amendments were adopted in 2024. The County of Riverside General Plan Air Quality Element sets forth the following goals, objectives, and policies relevant to air quality.

Air Quality Element

AQ 1.1	Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
AQ 1.2	Support Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), sanitation districts, water districts, and those subregional entities identified in the Regional Growth Management Plan.
AQ 1.3	Participate in the development and update of those regional air quality management plans required under Federal and State law, and meet all standards established for clean air in these plans.
AQ 1.4	Coordinate with the SCAQMD and Mojave Desert Air Quality Management District (MDAQMD) to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
AQ 1.5	Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region.
AQ 1.6	Establish a level playing field by working with local jurisdictions to simultaneously adopt policies similar to those in this Air Quality Element.
AQ 1.7	Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels.
AQ 1.8	Support the introduction of Federal, State or regional enabling legislation to permit the County to promote inventive air quality programs, which otherwise could not be implemented.
AQ 1.9	Encourage, publicly recognize and reward innovative approaches that improve air quality.

AQ 1.10	Work with regional and local agencies to evaluate the feasibility of implementing a system of charges (e.g., pollution charges, user fees, congestion pricing and toll roads) that requires individuals who undertake polluting activities to bear the economic cost of their actions where possible.
AQ 1.11	Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.
AQ 2.1	The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.
AQ 2.2	Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.
AQ 2.3	Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.
AQ 2.4	Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air.
AQ 3.2	Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.
AQ 3.3	Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.
AQ 3.4	Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.
AQ 4.1	Require the use of all feasible building materials/methods which reduce emissions.
AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
AQ 4.3	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
AQ 4.4	Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11

	(California Green Building Standards Code) of Title 24 of the California Code of Regulations.
AQ 4.5	Require stationary pollution sources to minimize the release of toxic pollutants through: Design features; Operating procedures; Preventive maintenance; Operator training; and Emergency response planning.
AQ 4.6	Require stationary air pollution sources to comply with applicable air district rules and control measures.
AQ 4.7	To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, Basin, the Environmental Protection Agency and the California Air Resources Board.
AQ 4.9	Require compliance with SCAQMD Rules 403 and 403.1 and support appropriate future measures to reduce fugitive dust emanating from construction sites.
AQ 4.10	Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended.
AQ 10.1	Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.
AQ 10.2	Use incentives, regulations and Transportation Demand Management in cooperation with surrounding jurisdictions when possible to eliminate vehicle trips, which would otherwise be made.
AQ 20.1	Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.
AQ 20.2	Reduce VMT by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.
AQ 20.3	Reduce VMT and GHG emissions by improving circulation network efficiency.

AQ 20.4 Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles.

AQ 20.5 Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations.

AQ 20.6 Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.

AQ 20.7 Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities.

AQ 20.8 Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby.

3.2.3. Significance Thresholds and Methodology

Significance Thresholds

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations;
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

South Coast Air Quality Management District Thresholds

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the Basin regarding air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Regional Emissions Thresholds

According to SCAQMD, an air quality impact would be considered significant if a project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Accordingly, SCAQMD has established significance thresholds for air quality during construction and operational activities of land use development projects, as shown in Table 3.2-3, *SCAQMD Significance Thresholds*. Projects that exceed any of the emission thresholds shown in Table 3.2-3 would be considered significant under SCAQMD guidelines. These thresholds apply as both project-specific and cumulative thresholds.

TABLE 3.2-3 SCAQMD SIGNIFICANCE THRESHOLDS

Air Pollutant	Construction Phase (lbs/day)	Operational Phase (lbs/day)
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, revised March 2023.
Notes: lbs/day = pounds per day

Localized Significance Thresholds

The SCAQMD published the Final Localized Significance Threshold Methodology in June 2003 and updated it in July 2008, which recommends air quality analyses to include assessments of both construction and operational impacts on nearby sensitive receptors. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the most stringent applicable NAAQS or CAAQS for CO, NO_2, PM_{10} and $PM_{2.5}$, as shown in Table 3.2-1.

LST analyses only apply to CO, NO_2, PM_{10} and $PM_{2.5}$ emissions during construction and operation and are at the discretion of the lead agency. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are five acres or less. SCAQMD recommends that any project greater than five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. To minimize efforts, the SCAQMD developed mass rate lookup tables as a simple screening procedure. If a project's on-site emissions do not exceed the screening levels for any pollutant, it can be concluded that the project would not cause or contribute to an adverse localized air quality impact. The localized SCAQMD thresholds of significance were developed for individual development projects with defined construction and operational parameters and, as such, are not directly applicable to the proposed Cabazon Community Plan and CIP.

CO Hot Spot Threshold

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. Ambient CO levels throughout the Basin are below the standards, therefore, a project would have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8 hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm; and
- California State 8-hour CO standard of 9 ppm.

If ambient levels already exceed a State or Federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

At the time of the publishing of the 1993 *CEQA Air Quality Handbook*, the Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Basin and in California have steadily declined. In 2007, SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS. As identified within SCAQMD's 2003 Air Quality Management Plan and the 1992 Federal Attainment Plan for Carbon Monoxide, peak CO concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection.

Cumulative Emissions

Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily regional thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed in the SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution:

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental*

Assessment or EIR… projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Methodology

The analysis of impacts related to air quality considered the potential future development of the Cabazon Community Plan and CIP.

Cabazon Community Plan

The impact analysis for the Cabazon Community Plan includes a qualitative evaluation of construction emissions and a quantitative evaluation of operational emissions. Construction emissions were not quantified due to the lack of detailed construction information available at this stage of project development. Operational emissions for maximum buildout of the Cabazon Community Plan were modeled with the California Emissions Estimator Model Version 2022.1. (CalEEMod). Although buildout would occur over the next 30 years, the analysis conservatively assumes buildout would occur in the year 2027. Land uses proposed under the Cabazon Community Plan are provided in Table 2-1, *Proposed General Plan Land Use Changes*, and depicted on Figure 2-4, *Proposed Land Use Map*. Operational sources of criteria pollutant emissions include mobile, area, and energy sources, which are further discussed below.

Mobile Sources

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, which relies on EMFAC2021 emission factors. CalEEMod predicts ROG, CO, SO_X, NO_X, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with new development. CalEEMod relies upon project-specific trip generated data, as provided in Section 3.14, *Transportation* of this EIR, and Cabazon Community Plan land use data to calculate emissions.

Area Sources

Area source emissions are generated from consumer products, architectural coatings, and landscaping. Area source emissions are as described below:

- Architectural Coatings: As part of project maintenance, architectural coatings on the project buildings would emit emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.

- Consumer Products: Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which, when released in the atmosphere, can react to form ozone and other photochemically reactive pollutants.

- Landscape Maintenance Equipment: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.

Energy Sources

Project-generated energy source emissions would be associated with natural gas consumption from on-site combustion for space heating, water heating, and some appliances. Although the project would consume electricity, electricity would be produced off-site at regional power generation facilities and therefore would not generate on-site criteria pollutants. Project electricity consumption would only generate off-site greenhouse gas emissions; refer to Section 3.7, *Greenhouse Gas Emissions*.

Cabazon Infrastructure Plan

A qualitative impact analysis was conducted for construction and operation of future infrastructure projects that would be implemented under the proposed CIP. Because the CIP is a program-level planning document that identifies conceptual infrastructure improvements to be implemented incrementally over an approximately 30-year horizon, and does not specify the precise timing, phasing, construction schedules, equipment types, final facility designs, or whether multiple projects or facilities would occur or operate concurrently, the location, duration, intensity, and overlap of construction and operational activities cannot be determined at this time. Therefore, both construction-related emissions that may occur at any one time and long-term operational emissions associated with individual CIP components are speculative and cannot be accurately quantified at this stage of the planning process.

3.2.4. Project Impacts and Mitigation

Conflict with Air Quality Plan

Impact 3.2-1	**The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.**

Cabazon Community Plan

The project site is located within the Basin, which is governed by SCAQMD. On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the SCAG and its 2020-2045 RTP/SCS.

SCAG updates the RTP/SCS every four years and the most recent plan, the Connect SoCal (*2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* [2024-2050 RTP/SCS]) was adopted on April 4, 2024. The 2024-2050 RTP/SCS is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy, and sustainability through 2050. While SCAG recently adopted the 2024-2050 RTP/SCS, the SCAQMD has not released an updated AQMP. As such, this consistency analysis is based on the 2022 AQMP and the RTP/SCS adopted at the time, the 2020-2045 RTP/SCS. According to SCAQMD's CEQA Air Quality Handbook, projects must be analyzed for consistency with two main criteria, as discussed below:

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- Whether implementation of a project would increase the frequency or severity of existing air quality violations; or would cause or contribute to new violations; or would delay the timely attainment of AAQS or interim emissions reductions within the AQMP.

The project involves long-term growth associated with buildout of the Cabazon Community Plan. The emissions of criteria pollutants associated with individual future developments within the Cabazon Community Plan area could exceed SCAQMD thresholds for criteria pollutants. Construction of future development under the proposed Cabazon Community Plan would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including limiting heavy-duty diesel motor vehicle idling to no more than 5 minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Compliance with these measures and requirements would be consistent with and meet or exceed the SCAQMD's requirements, as listed in the 2022 AQMP, for control strategies intended to reduce criteria pollutants emissions from construction equipment and activities. Further, construction of future developments would also be required to implement Mitigation Measures **AQ-1** through **AQ-4** (discussed under Impact 3.2-2 below) which require construction equipment be properly maintained and operated, meet strict CARB emissions standards (including Tier 4 Final for off-road equipment), utilize low-polluting fuels, and limit idling to control ozone-precursor emissions and reduce construction-related air quality impacts. In addition, future development projects would be required to submit a Construction Management Plan (CMP) and Traffic Control Plan (TCP) (Mitigation Measure **AQ-4**) addressing construction phasing, personnel parking, material storage, and traffic control measures to minimize congestion during construction.

In regard to operations, future development projects would be required to implement Mitigation Measures **AQ-5** through **AQ-9**. These measures require industrial and warehouse projects to incorporate specific site design and truck routing standards (Mitigation Measure **AQ-5**), install electric vehicle (EV) charging stations and EV-ready infrastructure (Mitigation Measure **AQ-6**), implement renewable energy and energy-efficient design features (Mitigation Measure **AQ-7**), utilize super-compliant low-VOC architectural coatings and commercial cleaning products (Mitigation Measure **AQ-8**), and comply with SCAQMD regulations including the WAIRE Program and stationary source permitting (Mitigation Measure **AQ-9**). Future individual development projects within the planning area would also be required to undergo environmental review pursuant to CEQA and all applicable SCAQMD rules and regulations. Nonetheless, future development projects under the proposed Cabazon Community Plan would likely continue to exceed the SCAQMD's operational significance thresholds due the associated mobile trips, and would therefore conflict with the 2022 AQMP's goal to achieve and maintain attainment of the O_3 NAAQS and CAAQS by contributing to increases in O_3 precursor emissions within the Basin. Therefore, the proposed Cabazon Community Plan would not be consistent with the AQMP under the first criterion.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, SCAQMD's second criterion for determining project consistency focuses on whether

or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP, which involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP; or would implement all feasible air quality mitigation measures; or would the project be consistent with the land use planning strategies set forth in the AQMP?

A project is considered consistent with the 2022 AQMP, in part, if it aligns with the population, housing, and employment growth assumptions used in preparation of the AQMP, or if it does not conflict with or obstruct implementation of applicable air quality control strategies. The 2022 AQMP relies on regional growth projections derived from SCAG regional forecasts and the 2020–2045 RTP/SCS, which incorporate input from local general plans and establish the socioeconomic basis for regional emissions inventories, air quality modeling, and attainment planning.

With respect to the second criterion, the 2022 AQMP includes air pollutant reduction strategies based on these regional growth forecasts developed by SCAG. The proposed Cabazon Community Plan and associated CIP would establish land use designations, infrastructure planning, and implementation programs to guide future development within the Cabazon planning area.

The population, housing, and employment growth facilitated by the Cabazon Community Plan were not specifically reflected in the regional growth assumptions used in preparation of the 2022 AQMP. The Cabazon Community Plan would allow up to approximately 22,888 dwelling units and approximately 49,420,323 square feet of non-residential development over an approximately 30-year planning horizon, which could result in a population increase of up to approximately 62,405 residents at buildout; refer to Section 3.12, *Population and Housing*. Because this level of growth exceeds what was assumed for the project area in the 2022 AQMP regional growth forecasts, it is conservatively assumed that emissions associated with Cabazon Community Plan buildout would not be fully accounted for in the AQMP regional emissions inventory.

With respect to land use assumptions, the 2022 AQMP incorporates regional land use and transportation strategies from the 2020-2045 RTP/SCS that emphasize improved jobs-housing balance, higher-density development, and mixed-use patterns to reduce vehicle miles traveled and associated emissions. The Cabazon Community Plan includes land use designations and policies that promote a mix of residential and employment-generating uses, higher-density residential development, and improved internal connectivity, which are generally consistent with these regional land use strategies.

However, as shown in Table 3.2-4, implementation of the Cabazon Community Plan at buildout would result in operational emissions that exceed SCAQMD regional significance thresholds. To minimize operational emissions, future development projects would be required to implement Mitigation Measures **AQ-5** through **AQ-9**, as discussed above. Further, future development facilitated by the Cabazon Community Plan would be required to undergo subsequent environmental review pursuant to CEQA, demonstrate compliance with applicable SCAQMD rules and regulations, and implement feasible, project-specific mitigation measures. Nonetheless, overall emissions associated with buildout under the Cabazon Community Plan would likely remain significant and would contribute to existing nonattainment conditions in the Basin.

Therefore, the project would contribute to regional emissions at a level that could conflict with the attainment assumptions of the 2022 AQMP.

While the proposed Cabazon Community Plan is generally consistent with regional land use planning strategies incorporated into the 2022 AQMP, the level of population and employment growth it would facilitate exceeds the growth assumed in the 2022 AQMP, and resulting emissions would not be fully captured in the 2022 AQMP regional emissions inventory. Accordingly, the proposed Cabazon Community Plan would conflict with the assumptions and attainment strategies of the 2022 AQMP and would be inconsistent with the second criterion.

Conclusion

In conclusion, implementation of the Cabazon Community Plan would facilitate population, housing, and employment growth beyond what was assumed in the 2022 AQMP, and buildout emissions would exceed SCAQMD regional significance thresholds. As a result, the Cabazon Community Plan would contribute to regional criteria pollutant emissions that could increase the severity of existing violations and delay attainment of applicable air quality standards. Although the Cabazon Community Plan incorporates land use strategies generally consistent with regional objectives, the magnitude of growth would not be fully accounted for in the 2022 AQMP regional emissions inventory. Although future individual development projects within the planning area would be required to undergo environmental review pursuant to CEQA, comply with applicable SCAQMD rules and regulations, and incorporate feasible mitigation, the Cabazon Community Plan at the program level would not meet the criteria for consistency with the 2022 AQMP. Therefore, impacts would be significant and unavoidable in this regard.

Cabazon Infrastructure Plan

The CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

The CIP projects would support buildout of the Cabazon Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan Area. With respect to population, housing, and employment growth assumptions, the CIP does not introduce new land uses or designate areas for growth-inducing development. The infrastructure improvements consist of utility systems, roadway improvements, and related facilities, which are not growth-inducing land uses in and of themselves. Rather, the CIP provides supporting infrastructure for development that would be evaluated separately under the Cabazon Community Plan. As such, implementation of the CIP would not independently generate

population or employment growth or exceed the growth assumptions used in preparation of the 2022 AQMP.

As discussed under Impact 3.2-2, operational emissions associated with future CIP infrastructure projects would not generate substantial long-term emissions with implementation of Mitigation Measure **AQ-9**. However, construction activities associated with future CIP infrastructure projects could result in short-term but potentially substantial construction emissions occurring throughout the planning area with implementation of Mitigation Measures **AQ-1** through **AQ-4**. Therefore, future CIP infrastructure projects could contribute to or exacerbate existing regional air quality violations or delay attainment of air quality standards.

As discussed above, the CIP would not alter regional growth projections or introduce new emission-generating land uses beyond those addressed in the 2022 AQMP. However, construction activities associated with implementation of the CIP could generate short-term emissions at levels that may exceed air quality standards with implementation of Mitigation Measures **AQ-1** through **AQ-4**. Therefore, the CIP would conflict with the 2022 AQMP and impacts would be significant and unavoidable.

Conclusion on Overall Project's Impacts

Implementation of the Cabazon Community Plan would not be consistent with the land use planning strategies set forth in the 2022 AQMP. Impacts would be significant and unavoidable. due to long-term increases in mobile and area source emissions that may contribute substantially to existing air quality violations. Future CIP projects would not conflict with the types, intensity, and patterns of land use envisioned for the site in these local plans but implementation of the CIP could generate short-term emissions at levels that may exceed air quality standards. Therefore, CIP projects would be significant and unavoidable.

Mitigation Measures: Mitigation Measures **AQ-1** through **AQ-9**.

Level of Significance: Significant and unavoidable impact.

Net Increase of Criteria Pollutant

Impact 3.2-2	**The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. Impacts would be significant and unavoidable.**

Cabazon Community Plan

Short-term Construction Emissions

Although no specific development projects are proposed at this time, implementation of the proposed Cabazon Community Plan would facilitate future residential, commercial, public facility, and industrial development within the project area. Specifically, the Cabazon Community Plan would accommodate up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years.

Construction activities associated with future development facilitated by the project would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. Construction emissions associated with future development would be generated by site preparation activities (e.g., demolition, excavation, grading, and clearing), exhaust from off-road construction equipment, material delivery trucks, and worker commute vehicles, as well as building construction, asphalt paving, application of architectural coatings, and utility trenching. Construction-related emissions are typically site-specific and depend upon multiple variables. Quantifying individual future development's air emissions from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying precise construction-related emissions and impacts would be speculative.

As construction parameters can vary so widely (and would occur over approximately 30 years), estimating all of the construction emissions or impacts from future development facilitated by the Cabazon Community Plan is infeasible. To provide a reference of the types of air quality emissions associated with "typical" individual construction activities, the General Plan EIR analyzed several hypothetical scenarios for three types of residential development.

The General Plan EIR determined that the SCAQMD thresholds for PM_{10} are exceeded with the disturbance of between 25 and 50 acres. In addition, the construction of 150 single-family residential DU or more is anticipated to exceed the SCAQMD threshold for ROG. As the residential examples analyzed in the General Plan EIR demonstrate that the thresholds are exceeded, construction air quality impacts would be considered significant for such individual projects. Additionally, because construction impacts are modeled from a myriad of variables unique to each future development, it is impossible to develop a reasonably foreseeable forecast of construction-related air quality impacts resulting from future development facilitated by the Cabazon Community Plan. Thus, air quality impacts as a result of construction must be addressed on a case-by-case basis for each future development.

All future individual projects developed under the proposed Cabazon Community Plan would be required to comply with applicable rules and regulations adopted by the SCAQMD and CARB. Specifically, applicable CARB regulations include: the Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, as well as the In-Use Off-Road Diesel Vehicle regulation, Truck and Bus regulation, and Advanced Clean Truck (ACT) regulation, all of which require operators to repower or replace higher-emitting construction equipment with less polluting models and employ zero- and near-zero-emissions on-road truck technologies as they become developed and commercially available on vehicle fleets. Additionally, construction of future development projects would be required to comply with SCAQMD rules and regulations including Rule 403 for the control of fugitive dust and Rule 1113 for the control of VOC emissions from architectural coatings. Mandatory compliance with these CARB and SCAQMD rules and regulations would reduce emissions, particularly NO_X, PM_{10}, and $PM_{2.5}$, during future construction activities under the proposed Cabazon Community Plan.

The General Plan Air Quality Element includes several policies aimed at minimizing air quality impacts associated with construction activities; refer to Section 3.2.2, *Regulatory Framework*. Specifically, the General Plan policies address potential air quality impacts in the County by continuing multi-jurisdictional cooperations to protect and improve air quality, encouraging the use of building materials and methods which reduce emissions and energy use, meeting or exceeding all applicable air quality standards, limiting locating sensitive receptors near pollutant emitting sources when feasible, expanding dust mitigation programs, and creating an air quality monitoring system. Collectively, these General Plan policies would reduce construction emissions associated with future individual projects developed under the proposed Cabazon Community Plan.

Depending on how development proceeds, construction-related emissions associated with future development facilitated by the Cabazon Community Plan could exceed SCAQMD thresholds of significance. Future development projects would be required to implement Mitigation Measures **AQ-1** through **AQ-4**. Mitigation Measure **AQ-1** would require future projects to utilize construction equipment and haul trucks that comply with CARB heavy-duty engine emission standards, limit vehicle idling to five minutes, use low polluting fuels and electricity where feasible, and maintain vehicles in proper condition and in tune per manufacturer's specifications to ensure ozone precursor emissions are reduced. Mitigation Measure **AQ-2** requires all off-road diesel-powered construction equipment greater than 50 horsepower to meet or exceed CARB Tier 4 Final off-road emissions standards. Mitigation Measure **AQ-3** requires the use of super-compliant low-VOC architectural coatings to reduce VOC emissions. Additionally, Mitigation Measure **AQ-4** would require a CMP and TCP be prepared and implemented to reduce traffic congestion during future temporary construction activities, thus reducing construction-related air quality emissions.

However, even with mandatory compliance with CARB measures, SCAQMD rules and regulations, and implementation of Mitigation Measures **AQ-1** through **AQ-4**, the potential exists for SCAQMD thresholds to be exceeded due to the magnitude of the Cabazon Community Plan. Therefore, construction impacts associated with the Cabazon Community Plan would be significant and unavoidable.

Long-term Operational Emissions

Operational impacts associated with area sources, energy sources, and mobile sources (vehicular traffic) were estimated using CalEEMod. Emissions associated with each source are detailed in Table 3.2-4, *Project-Generated Operational Emissions*, and discussed below.

TABLE 3.2-4 PROJECT-GENERATED OPERATIONAL EMISSIONS

Emissions Source	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Emissions[1,2]						
Mobile Source Emissions	2,491.0	2,631.8	25,207.6	67.1	6,035.6	1,564.4
Area Source Emissions	1,470.9	343.1	2,381.2	2.2	28.4	27.8
Energy Source Emissions	19.0	337.5	235.5	2.1	26.2	26.2
Total Emissions	3,980.9	3,312.3	27,824.2	71.4	6,090.2	1,618.4
SCAQMD Significance Threshold	*55.0*	*55.0*	*550.0*	*150.0*	*150.0*	*55.0*
Is Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Winter Emissions[1,2]						
Mobile Source Emissions	2,341.8	2,822.1	20,885.9	63.0	6,035.6	1,564.4
Area Source Emissions	1,201.8	322.7	137.3	2.1	26.1	26.1
Energy Source Emissions	19.0	337.5	235.5	2.1	26.2	26.2
Total Emissions	3,562.6	3,482.3	21,258.8	67.1	6,087.9	1,616.7
SCAQMD Significance Threshold	*55.0*	*55.0*	*550.0*	*150.0*	*150.0*	*55.0*
Is Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Notes:
1. Based on CalEEMod 2022.1 modeling results; refer to Appendix B, *Air Quality/GHG/Energy Data*. Proposed project condition emissions were modeled in the operational year of 2027.
2. The proposed Heavy Industrial (HI) land use was not modeled in CalEEMod because the site consists of Robertson's Ready Mix's existing mining and ready-mix processing operations, which operate under a vested rights agreement and a long-term (1,000-year) lease under existing conditions. Under implementation of the Cabazon Community Plan, these lands would be redesignated as Heavy Industrial (HI) to reflect the existing operations. As the HI designation reflects existing conditions, no increase in emissions would occur and emissions presented in this table do not include the HI land use.

It is noted that operations associated with future development facilitated by the Cabazon Community Plan would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. Quantifying future development's individual operational air emissions is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, etc., among other factors, which are presently unknown. Since these factors can vary so widely (and individual project-related operations would occur over time dependent upon numerous factors), quantifying precise operational emissions and impacts would be impractical. Depending on how development proceeds, operational emissions associated with future development facilitated by the project could exceed SCAQMD significance thresholds.

As previously noted, the SCAQMD has established air quality thresholds for individual development projects. General Plan Policy AQ 4.7 requires that projects mitigate emissions that could exceed SCAQMD thresholds, to the extent feasible. General Plan Policies OS 16.3 and 16.8 promote the reduction in mobile source emissions by encouraging the use of alternative fuels and locating land uses close to transit centers.

Additionally, General Plan Policies LU 2.1 and AQ 1.1-1.9, 2.3, 2.4, 4.2, 4.3, 4.6, 7.4, 10.4, 15.1, 16.1-16.4, 17.1-17.5, 17.8, and 17.11 promote the reduction of criteria pollutant emission through the development and enforcement of plans, policies, and regulations, and through site placement and design. General Plan Policies LU 8.12, 11.1-11.4, 13.1-13.4, and Policies C 1.2, 1.7, 4.1, 4.8, 9.2, 11.2, 11.4, 11.5, 11.7, 12.2, 13.1, 17.4, and 20.14 also promote the reduction in mobile source emissions by shortening commute distances and encouraging the use of alternate modes of transportation.

Further, General Plan Policies AQ 3.2-3.4, 4.5, 10.1, 10.2, and 10.3 promote the reduction of mobile source emissions through employer and employee education and implementation of transportation demand measures that would reduce VMT. Policies AQ 4.4, 5.2-5.4, 17.9, and 17.10 promote the reduction of criteria pollutants through the use of energy efficiency measures and site design, including use of alternate energy sources for vehicles, heating, and cooling.

Future development facilitated by the project would be subject to compliance with the various General Plan policies outlined above to lessen operational emissions. General Plan Policy AQ 1.4 requires coordination with the SCAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

To further reduce operational criteria pollutant emissions, future development projects would be required to implement Mitigation Measures **AQ-5** through **AQ-9**. Mitigation Measure **AQ-5** establishes site design and routing standards for industrial and warehouse uses to minimize truck idling and queuing near sensitive receptors. Mitigation Measure **AQ-6** mandates the installation of EV charging stations and electrical hookups at loading docks to eliminate diesel idling. Mitigation Measure **AQ-7** requires the incorporation of renewable solar energy, cool roofs, and Energy Star-rated appliances to reduce energy consumption. Mitigation Measure **AQ-8** requires the use of super-compliant low-VOC architectural coatings and cleaning products. Finally, Mitigation Measure **AQ-9** ensures regional air quality compliance by requiring applicable warehouse operators to comply with the SCAQMD WAIRE Program and obtain necessary stationary source permits.

Future development within the Cabazon Community Plan would be subject to site-specific CEQA review and compliance with applicable General Plan policies and SCAQMD rules and regulations to determine if subsequent CEQA documentation or technical analyses are required. The SCAQMD's thresholds would be relied upon to determine the significance level of a future development's operational impact. Future development would be required to mitigate operational emissions below SCAQMD's thresholds. In addition, individual development projects would be required to comply with energy performance and water efficiency building code requirements established under Title 24 Standards, which would further reduce criteria air pollutant emissions.

While some individual development projects may be able to incorporate design features and project-specific mitigation measures that would reduce emissions below SCAQMD thresholds, the potential exists for SCAQMD thresholds to be exceeded due to the magnitude of the Cabazon Community Plan. Therefore, operational impacts associated with the Cabazon Community Plan would be significant and unavoidable.

Cabazon Infrastructure Plan

Short-term Construction Emissions

Construction activities associated with implementation of CIP projects would occur incrementally over time based on funding availability, infrastructure needs, and planning priorities. Construction activities would generally include trenching, excavation, backfilling, resurfacing, utility installation, and limited structural construction, depending on the type of infrastructure improvement. Equipment used for CIP projects may include loaders, excavators, backhoes, paving equipment, concrete mixers, haul trucks, and support vehicles associated with roadway, utility, and facility improvements. Because the CIP is programmatic in nature, the specific details of construction activities, including timing, location, duration, and equipment usage, are not known at this time. Therefore, quantification of construction-related emissions at this program level would be speculative.

All future individual projects developed under the proposed CIP would be required to comply with applicable rules and regulations adopted by the SCAQMD and CARB. Specifically, applicable CARB regulations include: the Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, as well as the In-Use Off-Road Diesel Vehicle regulation, Truck and Bus regulation, and Advanced Clean Truck (ACT) regulation, all of which require operators to repower or replace higher-emitting construction equipment with less polluting models and employ zero- and near-zero-emissions on-road truck technologies as they become developed and commercially available on vehicle fleets. Additionally, construction of future development projects would be required to comply with SCAQMD rules and regulations including Rule 403 for the control of fugitive dust and Rule 1113 for the control of VOC emissions from architectural coatings. Mandatory compliance with these CARB and SCAQMD rules and regulations would reduce emissions, particularly NO_X, PM_{10}, and $PM_{2.5}$, during future construction activities under the proposed CIP.

The General Plan Air Quality Element includes policies aimed at minimizing air quality impacts associated with construction activities; refer to Section 3.2.2. Specifically, the General Plan policies address potential air quality impacts in the County by continuing multi-jurisdictional cooperations to protect and improve air quality, encouraging the use of building materials and methods which reduce emissions and energy use, meeting or exceeding all applicable air quality standards, limiting locating sensitive receptors near pollutant emitting sources when feasible, expanding dust mitigation programs, and creating an air quality monitoring system. Collectively, these General Plan policies would reduce construction emissions associated with future individual projects developed under the proposed CIP.

Depending on how development proceeds, construction-related emissions associated with future development facilitated by the project could exceed SCAQMD thresholds of significance. Future

development projects would be required to implement Mitigation Measures **AQ-1** through **AQ-4**. Mitigation Measure **AQ-1** would require future projects to utilize construction equipment and haul trucks that comply with CARB heavy-duty engine emission standards, limit vehicle idling to five minutes, use low polluting fuels and electricity where feasible, and maintain vehicles in proper condition and in tune per manufacturer's specifications to ensure ozone precursor emissions are reduced. Mitigation Measure **AQ-2** requires all off-road diesel-powered construction equipment greater than 50 horsepower to meet or exceed CARB Tier 4 Final off-road emissions standards. Mitigation Measure **AQ-3** requires the use of super-compliant low-VOC architectural coatings. Additionally, Mitigation Measure **AQ-4** would require a CMP and TCP be prepared and implemented to reduce traffic congestion during future temporary construction activities, thus reducing construction-related air quality emissions.

However, due to the variability in project size, duration, and equipment needs, there remains the potential for construction-related emissions associated with certain CIP projects to exceed SCAQMD significance thresholds, even with compliance with applicable regulations and implementation of Mitigation Measures **AQ-1** through **AQ-4**. Therefore, construction-related air quality impacts associated with implementation of CIP projects would be significant and unavoidable.

Long-term Operational Emissions

The majority of the CIP projects would not increase roadway capacity or generate substantial new trips during operations. However, most CIP projects would include periodic inspection, maintenance, and repair activities, which would result in limited vehicle trips (e.g., maintenance crews, light-duty service vehicles, and occasional equipment transport). These maintenance-related trips would be infrequent and low in intensity compared to typical traffic-generating land uses and would not represent a substantial increase in mobile source emissions. In addition, due to the nature of public infrastructure projects, CIP improvements would generally not introduce new area or energy source emissions, with the exception of wastewater collection and treatment facilities. Wastewater infrastructure may involve routine operation of equipment such as pumps, motors, and associated systems, which could generate minor emissions. However, given the limited scope and conceptual nature of these facilities at this program level, it is not feasible to quantify operational emissions at this time.

While CIP infrastructure projects are generally not substantial sources of operational emissions, any applicable components of future CIP facilities that generate stationary equipment would be required to implement Mitigation Measure **AQ-9**, which requires SCAQMD permits for stationary sources.

Nonetheless, individual development projects under the proposed CIP would be required to undergo subsequent environmental review pursuant to CEQA and would be required to employ all applicable and project-specific mitigation measures. All future projects developed under the proposed CIP would also be required to comply with SCAQMD rules and regulations. Based on the minimal operational activities from future infrastructure projects, operational air quality impacts associated with the CIP, including wastewater infrastructure, would be less than significant with mitigation**.**

Conclusion on Overall Project's Impacts

Implementation of the Cabazon Community Plan would result in construction-related air quality impacts that could be significant and unavoidable due to the scale and duration of future development activities, the absence of project-specific construction details at this program level, and the potential for temporary exceedances of applicable air quality standards. Similarly, operational emissions associated with buildout of the Cabazon Community Plan could result in significant and unavoidable impacts due to long-term increases in mobile and area source emissions that may contribute substantially to existing air quality violations.

Construction activities associated with future infrastructure projects implemented under the proposed CIP could also result in significant and unavoidable air quality impacts due to short-term but potentially substantial construction emissions occurring throughout the planning area. In contrast, operational emissions associated with CIP projects would be less than significant, as these projects are not expected to generate substantial long-term emissions or materially increase regional pollutant levels.

Mitigation Measures:

AQ-1 If a future development project generates construction emissions that exceed applicable South Coast Air Quality Management District (SCAQMD) thresholds, the project applicant shall implement all feasible and applicable mitigation measures. Applicants shall select measures from SCAQMD's *CEQA Air Quality Handbook* (1993 or most current equivalent guidance). The types of measures shall include but are not limited to:

- Construction haul truck operators for demolition debris and soil import/export shall utilize trucks that comply with current California Air Resources Board (CARB) heavy-duty engine emission standards (2020 regulations or newer). At a minimum, all haul trucks shall be equipped with engines meeting the emission rates of 0.01 grams per brake horsepower-hour (g/bhp-hr) of particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards. Compliance records shall be kept on-site during construction and made available to the Riverside County Department of Building and Safety inspectors upon request.

- Vehicle idling shall be limited to five minutes as set forth in California Code of Regulations Title 13, Article 4.8, Section 2449. Signs stating idling time limits shall be posted in areas where they could be seen by vehicle operators.

- Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.

- Heavy duty diesel-fueled equipment shall use low NO_X diesel fuel to the extent that it is available and feasible to use.

- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel-powered generators, as feasible, or solar where available.

- Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Maintenance records shall be kept on-site during construction and made available to County of Riverside inspectors upon request.

Construction measures selected by project applicants in accordance with this mitigation measure shall be listed on all applicable construction plans (such as demolition and grading plans) and submitted to the Riverside County Department of Building and Safety prior to the issuance of construction permits.

AQ-2 If a future development project utilizes off-road diesel-powered construction equipment greater than 50 horsepower, the project applicant shall ensure that all such equipment meets or exceeds California Air Resources Board (CARB) Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in all applicable bid documents, and the successful contractor(s) shall demonstrate the ability to supply such equipment. A copy of each piece of equipment's Best Available Control Technology (BACT) documentation (e.g., certified tier specification or model year specification) and CARB or South Coast Air Quality Management District (SCAQMD) operating permit (if applicable) shall be kept on-site during construction and made available to the Riverside County Department of Building and Safety inspectors upon request. If Tier 4 Final equipment is commercially unavailable, the contractor shall maintain written documentation demonstrating a good faith effort to locate such equipment. Once documented, alternative equipment may be utilized, provided it meets one of the following criteria:

- Alternatively fueled equipment (e.g., electric, compressed natural gas); or

- Tier 3 engines equipped with added exhaust devices (i.e., CARB Level 3 Verifiable Diesel Emission Control Strategies [VDECS]) that collectively achieve an 85 percent reduction in particulate matter exhaust and a 40 percent reduction in NO_X compared to uncontrolled equipment.

The Riverside County Building and Safety Department shall verify compliance with these requirements during routine construction site inspections.

AQ-3 Prior to issuance of a building permit, the project applicant shall ensure that construction plans include a note requiring the construction contractor to adhere to the following:

- All coatings and solvents will have a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints).

- All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2)

manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100-percent application efficiency.

The Riverside County Department of Building and Safety shall verify compliance with these requirements during routine construction site inspections.

AQ-4 For any development project that requires a grading permit which involves the import/export of soil, or requires temporary lane closures, the project applicant shall submit a Construction Management Plan (CMP) and a Traffic Control Plan (TCP) to the County of Riverside Transportation Department prior to permit issuance.

The purpose of the CMP is to organize site logistics, minimize neighborhood nuisances, and ensure that construction activities and staging do not spill over into the public right-of-way. The CMP shall incorporate, as deemed applicable and necessary by the Riverside County Planning Department and the Riverside County Building and Safety Department , the following:

- Construction Phasing: A schedule of construction activities to ensure overlapping phases do not overwhelm site capacity.
- Personnel Parking: Designated on-site (or secured off-site) parking areas for construction workers to prevent parking impacts on surrounding residential or commercial streets.
- Material Staging: Designated areas for material storage, equipment staging, and temporary power sources, located as far away from sensitive receptors as feasible.

The purpose of the TCP is to safely route vehicles and reduce traffic congestion on local roadways during temporary construction activities. The TCP shall incorporate, as deemed applicable and necessary by the County of Riverside Transportation Department, the following:

- Temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow. All traffic control devices shall be developed and deployed in compliance with the most current Riverside County standards and the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- Dedicated turn lanes for the movement of construction trucks and equipment on- and off-site.
- Scheduling of construction activities that affect traffic flow on the arterial system during off-peak hours.
- Consolidation of truck deliveries.
- Rerouting of construction trucks away from congested streets or sensitive receptors.

- Signal synchronization to improve traffic flow.
- Traffic control devices included in the TCP shall be developed in compliance with the most current Riverside County standards and the California Manual on Uniform Traffic Control Devices (CA MUTCD).

AQ-5 All future industrial, warehouse, and truck-intensive development projects within the Cabazon Community Plan area shall incorporate the following site design and routing standards into their project plans as conditions of approval:

- Entrances/Exits: Project driveways and truck entrances/exits shall be designed so they do not face sensitive receptors, and routing shall ensure trucks will not travel past sensitive land uses to enter or leave the site.
- Internal Traffic: Truck traffic flow inside the project site shall be located as far away as physically feasible from adjacent or nearby sensitive receptors.
- On-Site Queuing: Any check-in point, guard shack, or gate for trucks shall be situated sufficiently deep inside the project site to ensure that there is no truck queuing on public streets outside the facility.
- Trailblazer Signs: Project operators shall clearly mark approved truck routes with trailblazer signs to direct trucks away from sensitive land uses.
- Overnight Parking: Restrict overnight truck parking near sensitive land uses by requiring facilities to provide adequate overnight truck parking inside the project site.

Prior to the issuance of grading and building permits, the Riverside County Planning Department shall review and approve the project plans to ensure these design features are incorporated.

AQ-6 Future commercial, industrial, public facility, and multi-family development projects within the Cabazon Community Plan area shall install electric vehicle (EV) charging stations or, at a minimum, "EV-Ready" electrical infrastructure. Project designs shall include appropriately sized electrical panels to support future charging demands. For logistics and warehouse projects, electrical hookups shall be provided at loading docks and trailer parking areas specifically designed for trucks to plug in onboard auxiliary equipment and Transportation Refrigeration Units (TRUs) to eliminate diesel idling. Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that electrical and site plans incorporate these requirements.

AQ-7 To reduce energy consumption and associated indirect air quality and greenhouse gas emissions, future commercial, industrial, public facility, and multi-family development projects shall implement the following design features:

- Maximize the use of renewable solar energy by installing rooftop solar energy arrays or solar canopies over parking areas.

- Utilize light-colored paving materials for parking lots/hardscapes and install light-colored "cool roofs" to reduce the urban heat island effect.

- Utilize only Energy Star-rated heating, cooling, and lighting devices, and appliances throughout the facility.

Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify these features are included on architectural and electrical plans.

AQ-8 To reduce volatile organic compound (VOC) emissions during operations, future development projects shall require the use of super-compliant low-VOC architectural coatings (paints) and water-based or low-VOC commercial cleaning products that exceed the stringency of South Coast Air Quality Management District (SCAQMD) Rule 1113 requirements. This requirement shall be noted on all construction plans and integrated into the facility's long-term maintenance and janitorial contracts. The Riverside County Building and Safety Department shall verify these notes on construction plans prior to permit issuance. The Riverside County Planning Department shall ensure this requirement is established as an ongoing condition of approval.

AQ-9 To ensure regional air quality compliance for industrial and warehouse uses, future development projects shall demonstrate compliance with the following South Coast Air Quality Management District (SCAQMD) regulations as conditions of approval:

- WAIRE Program: Operators of new warehouse facilities greater than or equal to 100,000 square feet shall comply with SCAQMD Rule 2305 (Warehouse Indirect Source Rule – WAIRE Program) to reduce regional and local emissions from warehouse-related mobile sources.

- Stationary Source Permits: Project applicants installing new stationary or portable equipment (such as emergency backup generators or fire pumps) shall obtain necessary Permits to Construct and Permits to Operate from SCAQMD in accordance with Rules 201, 203, and 1470.

Prior to the issuance of a Certificate of Occupancy, the project applicant shall provide documentation to the Riverside County Planning Department demonstrating that the required SCAQMD permits have been obtained and WAIRE program obligations (if applicable) have been met.

Level of Significance: Significant and unavoidable impact.

Expose Sensitive Receptors to Pollutants

Impact 3.2-3 **The project would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.**

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised October 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within Source Receptor Area (SRA) 30, *Coachella Valley*. For projects less than 5 acres in size, screening analyses would occur at the time of the development application using the concentrations identified in the LST lookup tables developed by the SCAQMD.

Cabazon Community Plan

Localized Short-term Construction Impacts

Given the programmatic nature of the Cabazon Community Plan, detailed construction phasing, equipment and intensities are not available for the future developments. Further, the exact size and location of future development is unknown because no specific development projects are proposed. Therefore, project-level analysis for impacts to sensitive receptors and population groups cannot be accurately determined using LST analysis and would be inappropriate under the SCAQMD's LST methodology, because specific acreages, uses, and distances to sensitive receptors are required to calculate localized pollutant concentrations at sensitive receptors. Sensitive population groups include children, the elderly, the acutely ill and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptors represent areas where sensitive populations may be for extended periods of time, resulting in sustained exposure to any pollutants present.

Each individual future development facilitated by the Cabazon Community Plan would be subject to review for potential LSTs because the emissions concerning project areawide sensitive receptors cannot be determined. Future analyses would be required to include an LST evaluation using the screening level analysis for projects at or under 5.0 acres in size and a more detailed analysis for developments over 5.0 acres. Although the Cabazon Community Plan does not propose construction activities associated with individual projects at this time, it can be assumed that various sizes and types of developments would be developed.

All future development projects would be required to comply with applicable CARB and SCAQMD rules and regulations to reduce construction-related emissions, including requirements addressing diesel equipment idling, use of cleaner equipment, fugitive dust control, and architectural coatings. Mandatory compliance with these regulatory requirements would reduce emissions of ozone precursors and particulate matter during construction activities. In addition, implementation of Mitigation Measures **AQ-1** through **AQ-4** would further reduce construction-related emissions. Mitigation Measure **AQ-1** requires construction equipment and haul trucks to

meet strict emission standards, adhere to idling limits, use low-polluting fuels, and be properly maintained and operated in accordance with manufacturer specifications to minimize exhaust emissions and reduce ozone precursor emissions. Mitigation Measure **AQ-2** requires the use of CARB Tier 4 Final off-road emissions standards for equipment over 50 horsepower. Mitigation Measure **AQ-3** requires the use of super-compliant low-VOC architectural coatings. Mitigation Measure **AQ-4** requires preparation and implementation of a CMP and TCP to minimize construction-related traffic congestion, staging conflicts, and idling, thereby reducing associated emissions.

However, due to the variability in project size, duration, and equipment needs, there remains the potential for construction emissions associated with certain future development projects to exceed SCAQMD significance thresholds. Projects of sufficient scale or intensity may require multiple pieces of heavy-duty construction equipment and substantial truck activity, which could result in emissions that exceed LSTs.

Accordingly, even with compliance with applicable CARB and SCAQMD requirements and implementation of Mitigation Measures **AQ-1** through **AQ-4**, localized construction-related air quality impacts would be significant and unavoidable.

Construction Toxic Air Contaminants

Exhaust from diesel engines contains a mixture of gases and solid particles, commonly referred to as DPM, which is a known TAC. DPM is composed of hundreds of different chemical compounds, many of which have been identified as harmful to human health. Potential health risks associated with DPM exposure are a function of both the concentration and duration of exposure, and are most strongly associated with long-term exposure and the potential increased risk of cancer. Under the Cabazon Community Plan, construction activities associated with future development would rely, in part, on diesel-powered equipment, which would generate DPM emissions intermittently during construction activities. These emissions would be episodic and would occur at various locations throughout the planning area as individual development projects are implemented over time.

Because the Cabazon Community Plan is programmatic in nature, the specific locations, intensity of equipment use, and duration of construction activities are not known at this time. Future development projects facilitated by the Cabazon Community Plan would be subject to applicable State regulations designed to reduce diesel exhaust emissions. For example, pursuant to the California Air Resources Board's In-Use Off-Road Diesel Vehicle Regulation, construction equipment operators are required to register equipment through the Diesel Off-Road Online Reporting System (DOORS), and applicable diesel-powered equipment must comply with exhaust particulate matter and NO_X emission standards, including requirements to phase in cleaner engines or retrofit existing equipment over time. In addition, Sections 2449 and 2485 of Title 13 of the California Code of Regulations limit diesel-fueled equipment and vehicle idling to no more than five minutes, thereby reducing unnecessary emissions during construction activities. Compliance with these requirements would reduce the magnitude and duration of diesel exhaust emissions associated with construction.

To directly reduce DPM and TAC exposure from construction equipment, future development projects would be required to implement Mitigation Measure **AQ-2**, which requires that all off-road diesel-powered construction equipment greater than 50 horsepower meets or exceeds CARB Tier 4 Final off-road emissions standards. If Tier 4 Final equipment is commercially unavailable, the contractor must utilize alternatively fueled equipment or Tier 3 engines equipped with CARB Level 3 Verifiable Diesel Emission Control Strategies. This requirement would substantially reduce DPM and NO_X exhaust emissions near sensitive receptors.

Future development projects implemented under the Cabazon Community Plan would also undergo project-level environmental review pursuant to CEQA, as applicable, to evaluate potential air quality impacts, including localized exposure to diesel emissions. These analyses would consider project-specific construction schedules, equipment usage, and proximity to sensitive receptors, and would identify project-specific mitigation measures, as necessary, to minimize exposure.

Although idling restrictions and equipment emissions standards would reduce potential exposure, construction activities would still generate temporary and variable DPM emissions. These emissions would occur intermittently and would vary across the project area depending on the location and phase of construction. Additionally, construction activities would typically not occur simultaneously in a single location, as different phases of development (e.g., grading and building construction) would occur sequentially or in separate areas of the planning area, which would disperse emissions spatially.

As discussed above, the potential for construction activities associated with future development projects to produce substantial DPM exists due to the variability in project size, duration, and equipment needs. Therefore, construction-related DPM impacts associated with implementation of the Cabazon Community Plan would be considered significant and unavoidable at the program level.

Localized Long-term Operational Impacts

According to SCAQMD localized significance threshold methodology, LSTs would apply during project operations if development includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling (e.g., warehouse or transfer uses). Industrial uses (e.g., warehouse and manufacturing) proposed under the Cabazon Community Plan may attract such sources. However, individual development projects would occur incrementally over time, and each project would be evaluated on a case-by-case basis under CEQA, including assessment of operational LSTs, as applicable. In addition, all future development projects would be required to comply with applicable SCAQMD rules and regulations to reduce operational emissions.

To minimize localized operational impacts, future development projects would be required to implement Mitigation Measures **AQ-5**, **AQ-6**, **AQ-7**, and **AQ-8**. Mitigation Measures **AQ-5** and **AQ-6** mandate specific site design, truck routing standards, and the installation of EV and Transportation Refrigeration Unit (TRU) hookups to reduce diesel idling near sensitive receptors. Mitigation Measure **AQ-7** requires the incorporation of renewable solar energy, cool roofs, and Energy Star-rated appliances to reduce energy consumption. Mitigation Measure **AQ-8** requires the use of super-compliant low-VOC architectural coatings and cleaning products.

The General Plan includes policies that would reduce operational air pollutant emissions associated with development facilitated by the project. These policies promote reduction of criteria pollutant emissions through land use planning, site design, and implementation of regulatory programs, including measures to improve energy efficiency, reduce reliance on single-occupancy vehicles, and promote alternative transportation modes. Policies also support improved jobs-housing balance, reduction in vehicle miles traveled, and implementation of transportation demand management strategies, which would reduce mobile source emissions.

Further, General Plan policies require coordination with regional agencies to ensure that air quality control strategies are implemented and enforced, and encourage the use of cleaner technologies, energy-efficient building systems, and site design features that minimize emissions. Collectively, these policies would reduce operational emissions from future development facilitated by the project.

However, notwithstanding the above, certain future industrial development projects could be large enough in scale or intensity to generate operational emissions that exceed SCAQMD localized significance thresholds, particularly where substantial truck activity or equipment use is required. Therefore, operational air quality impacts associated with implementation of the Cabazon Community Plan would be considered significant and unavoidable.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affect residents, school children, hospital patients, the elderly, etc.). To identify CO hotspots, the SCAQMD requires a CO microscale hotspot analysis when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersection locations. However, projected intersection capacity/queuing analyses are unknown, as no specific development proposals have been identified.

The Basin is designated as an attainment area for State and Federal CO standards. There has been a decline in CO emissions even though VMT on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor VMT over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997, while VMT increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Of these locations, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of

the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. Based on the intersection volumes identified at these modeled intersections, if a project's traffic levels exceed 100,000 vehicles per day at any project impacted intersection, there would be the potential for a significant impact and dispersion modeling would need to be conducted to determine the project level impact.

Based on Section 3.14, *Transportation*, the project would generate approximately 599,837 vehicles per day at full buildout. This estimate represents a planning-level, programmatic projection intended to evaluate long-term transportation system demands across the entire Community Plan area. The trip generation estimate reflects aggregate daily traffic associated with full buildout and is not indicative of traffic volumes at individual roadway segments or intersections.

Because the proposed Community Plan does not identify specific development proposals, site layouts, or phased construction schedules, project-level traffic characteristics such as intersection turning movements, volume-to-capacity ratios, queuing conditions, or localized congestion cannot be determined at this time. As a result, the planning-level trip generation estimate cannot be used to identify specific roadway locations where traffic congestion or CO hotspots may occur. Future individual projects would be required to conduct project-level transportation and air quality analyses, including intersection capacity and CO hotspot evaluations, once specific development projects are proposed, and sufficient traffic data are available. Therefore, a **less than significant impact** would occur with respect to CO hotspots.

Operational Toxic Air Contaminants

Implementation of the Cabazon Community Plan would increase areas designated for industrial uses (e.g., manufacturing and warehouse uses). Industrial operations have the potential to generate DPM, which is a known TAC, from sources such as off-road equipment, heavy-duty truck activity, transport refrigeration units, and generators. Certain industrial uses may also include facilities that generate TACs through stationary sources (e.g., permitted industrial equipment).

The Cabazon Community Plan is programmatic in nature, and the specific types, locations, intensity, operational characteristics, emission profiles, and timing of future industrial development projects are not known at the time of this analysis. As such, a detailed, site-specific evaluation of TAC emissions and associated health risks cannot be conducted at the program level. Future development projects facilitated by the Cabazon Community Plan would be required to undergo project-level environmental review pursuant to CEQA, at which time TAC emissions and associated health risks would be evaluated based on project-specific design, operations, and proximity to sensitive receptors.

Future development projects that include stationary sources would be required to obtain permits from the SCAQMD, as applicable. Through the permitting process, stationary sources would be subject to SCAQMD rules and regulations designed to control emissions of TACs, including requirements to implement Best Available Control Technology (BACT) and other applicable emission control measures. In addition, projects that could result in substantial TAC emissions would be required to conduct a site-specific HRA pursuant to SCAQMD Rule 1401 prior to permit approval, which evaluates potential cancer and non-cancer health risks to nearby sensitive

receptors. Compliance with CARB regulations governing diesel-powered equipment, as well as SCAQMD permitting requirements, would further reduce TAC emissions, including DPM.

The General Plan includes policies that reduce TAC emissions and associated health risks through land use planning, site design, and regulatory compliance (Policies AQ 2.1–2.3, AQ 3.2–3.4, AQ 4.5–4.7, and AQ 20.1–20.4). These policies promote separation of sensitive receptors from emission sources, incorporation of site design features such as setbacks, buffers, landscaping, and vegetation to reduce exposure, and implementation of measures that minimize emissions from stationary and mobile sources, including industrial operations and truck activity.

Accordingly, future industrial development facilitated by the Cabazon Community Plan could introduce new sources of TACs. Therefore, future projects would be required to implement Mitigation Measures **AQ-10** and **AQ-11**. Mitigation Measure **AQ-10** requires the preparation of a Health Risk Assessment (HRA) for future residential projects located near distribution centers, industrial facilities, rail lines, or freeways, and the installation of high-efficiency Minimum Efficiency Reporting Value (MERV) filters if health risk thresholds are exceeded. Mitigation Measure **AQ-11** requires a project-specific HRA for future industrial development proposed within 1,000 feet of sensitive receptors, ensuring that any cancer or non-cancer risk exceeding SCAQMD thresholds is mitigated prior to permit issuance.

While implementation of applicable regulations, General Plan policies, mitigation, and project-level review requirements would reduce TACs and potential exposure to the maximum extent feasible, the potential for operational industrial activities to produce substantial DPM exists due to intensive truck activity or equipment use. Therefore, operational DPM impacts associated with implementation of the Cabazon Community Plan would be considered **s**ignificant and unavoidable.

Air Quality Health Impacts

As noted in the Brief of Amicus Curiae by the SCAQMD,[4] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the SJVAPCD,[5] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the

[4] South Coast Air Quality Management District, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.

[5] San Joaquin Valley Air Pollution Control District, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.

entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

Criteria pollutants and their precursors (including ozone and particulate matter) are associated with adverse health effects, particularly for sensitive populations. Ozone is a regional pollutant formed through complex photochemical reactions involving precursor emissions (e.g., NO_X and VOC) in the presence of sunlight and meteorological conditions. Therefore, ozone formation can occur downwind and at a distance from the original emission source. Particulate matter (including PM_{10} and $PM_{2.5}$) is also influenced by complex transport and dispersion conditions and may be emitted directly or formed secondarily in the atmosphere. Accordingly, health effects associated with ozone and particulate matter exposure generally reflect the combined influence of multiple sources throughout a broad region, rather than a single discrete source.

For localized, near-site public health considerations, the SCAQMD's localized significance threshold methodology provides a screening approach for determining whether emissions from a project could cause or contribute to exceedances of the most stringent applicable ambient air quality standards at nearby sensitive receptors. The methodology recognizes that localized impacts depend on the project's source type, emission rate, distance to receptors, and the background conditions in the applicable source receptor area. However, because the Cabazon Community Plan does not identify specific site plans, operational equipment, or construction schedules for future projects, localized significance thresholds cannot be meaningfully evaluated at this program level and would instead be addressed on a project-by-project basis during future CEQA review, when project-specific design and operational details are known.

With respect to regional health-related implications, the SCAQMD's regional significance thresholds are used to identify projects that may contribute to basin-wide nonattainment conditions. These mass-based thresholds are applied to determine whether a project's emissions could contribute to regional pollutant levels that are already in excess of applicable ambient air quality standards. However, while regional emissions thresholds are useful for identifying the potential for cumulatively considerable contributions to nonattainment, they are not concentration-based metrics and do not directly translate into health effects at a specific receptor location. Ozone and particulate matter concentrations are influenced by meteorology, atmospheric chemistry, and the spatial and temporal distribution of emissions across the region. Regional-scale photochemical modeling that can account for these complex relationships is typically performed for attainment demonstrations and rulemaking, rather than for individual projects, and has limited sensitivity for attributing measurable basin-wide concentration changes to small incremental emission changes from a single project.

While the project is expected to exceed the SCAQMD's regional thresholds, this does not in itself constitute a significant health impact to the population adjacent to the project site and within the Basin. The reason for this is that the regional thresholds are in pounds per day emitted into the air, whereas health effects are determined based on the concentration of emissions in the air at

a particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air).

Therefore, this analysis recognizes that translating project-generated criteria pollutant emissions into discrete, quantitative public health outcomes would require assumptions and tools that are not available at the project level and would risk producing misleading or speculative results. Accordingly, this EIR provides (1) a detailed discussion of criteria pollutants and associated health concerns, (2) an evaluation framework requiring future project-level analyses, and (3) a significance determination based on regional emissions thresholds and consistency with applicable air quality planning assumptions.

As discussed in Impact 3.2-2, emissions associated with buildout of the Cabazon Community Plan and CIP construction activities are anticipated to exceed SCAQMD regional thresholds. The exceedance of these thresholds indicates that the project would contribute to regional emissions in an area that is already nonattainment for multiple pollutants and would incrementally worsen regional air quality conditions. These emissions would occur incrementally over time as individual development projects are proposed and implemented, and in combination with emissions from other past, present, and reasonably foreseeable future development throughout the Basin. Because project emissions would be additive to existing regional sources and would exceed SCAQMD regional thresholds, the project's contribution to regional air quality and related health-risk context is appropriately characterized as cumulatively considerable and significant at the program level, even though project-specific quantitative health outcome estimates cannot be reliably determined.

Therefore, while this analysis cannot meaningfully quantify discrete, project-attributable ozone- or particulate matter-related health outcomes for buildout of the Cabazon Community Plan and CIP without speculation, the analysis provides substantial information regarding the nature of criteria pollutants and their health implications and uses accepted screening tools and significance thresholds to characterize the project's contribution to regional nonattainment conditions.

Cabazon Infrastructure Plan

Short-term Construction Impacts

The CIP includes numerous projects related to public infrastructure and facilities that the County would undertake over the next 30 years. All future development projects under CIP would be required to comply with applicable CARB and SCAQMD rules and regulations to reduce construction-related emissions, including requirements addressing diesel equipment idling, use of cleaner equipment, fugitive dust control, and architectural coatings. Mandatory compliance with these regulatory requirements would reduce emissions of ozone precursors and particulate matter during construction activities. In addition, implementation of Mitigation Measures **AQ-1** through **AQ-4** would further reduce construction-related emissions. Mitigation Measure **AQ-1** requires construction equipment and haul trucks to meet strict emission standards, adhere to idling limits, use low-polluting fuels, and be properly maintained and operated in accordance with manufacturer specifications to minimize exhaust emissions and reduce ozone precursor emissions. Mitigation Measure **AQ-2** requires the use of CARB Tier 4 Final off-road emissions standards for equipment over 50 horsepower. Mitigation Measure **AQ-3** requires the use of super-

compliant low-VOC architectural coatings. Mitigation Measure **AQ-4** requires preparation and implementation of a CMP and TCP to minimize construction-related traffic congestion, staging conflicts, and idling, thereby reducing associated emissions.

Further, all future construction activities implemented under the CIP would be subject to project-level CEQA review and would be required to implement applicable and project-specific mitigation measures and comply with SCAQMD rules and regulations. However, even with mandatory compliance with CARB and SCAQMD requirements, some future CIP projects could be of sufficient scale and/or intensity to require multiple pieces of heavy-duty construction equipment and increased truck activity operating concurrently in localized areas. Under such circumstances, short-term construction emissions could exceed applicable SCAQMD significance thresholds. Because these emissions would be temporary but potentially substantial at specific locations, localized construction air quality impacts would be considered significant and unavoidable.

Long-term Operational Impacts

The CIP projects primarily consist of public infrastructure improvements such as water supply and distribution, wastewater collection and treatment, flood control, and utility infrastructure. These facilities are not designed to attract substantial numbers of mobile sources or result in prolonged queuing or idling during operation. As such, typical CIP components would not normally trigger operational localized air quality concerns, CO hotspots, or air quality health impacts.

However, the CIP is programmatic in nature and does not identify specific facility sizes, equipment specifications, or operational characteristics at this time. Individual CIP components would be implemented incrementally over time, and some facilities such as wastewater collection and treatment infrastructure or utility facilities could involve stationary equipment or service-related vehicle activity depending on final design and operational needs. Therefore, the CIP would implement Mitigation Measure **AQ-9** which requires regional air quality compliance by requiring applicable warehouse operators to comply with the SCAQMD WAIRE Program and obtain necessary stationary source permits. The County would evaluate each CIP project on a case-by-case basis at the project level, and future projects would be required to analyze operational localized air quality impacts, including LSTs, as applicable under CEQA. Therefore, localized operational air quality impacts will be less than significant with mitigation**.**

Conclusion on Overall Project's Impacts

Implementation of the Cabazon Community Plan would result in localized construction-related air quality impacts that could be significant and unavoidable due to the scale and duration of future development activities, the absence of project-specific construction details at this program level, and the potential for temporary exceedances of applicable air quality standards. Similarly, localized operational emissions associated with buildout of the Cabazon Community Plan could result in significant and unavoidable impacts due to long-term increases in mobile, energy, and area source emissions that may contribute substantially to existing air quality violations.

Construction activities associated with future infrastructure projects implemented under the proposed CIP could also result in significant and unavoidable localized air quality impacts. In

contrast, localized operational emissions associated with CIP projects would be less than significant, as these projects are not expected to generate substantial long-term emissions or materially increase regional pollutant levels.

Mitigation Measures: Refer to Mitigation Measures **AQ-1** through **AQ-4**, **AQ-5**, **AQ-6**, and **AQ-9** above.

AQ-10 Prior to the issuance of building permits, the project applicant for future development projects shall submit a Health Risk Assessment (HRA) prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD) for projects within:

1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week;

2) 1,000 feet of an industrial facility which emits toxic air contaminants;

3) 1,000 feet of a major service and maintenance rail yard, or high-traffic rail line (i.e., the Union Pacific Railroad); or

4) 500 feet of a major transportation corridor (i.e., Interstate 10 [I-10]).

The HRA shall be submitted to the Riverside County Planning Department prior to issuance of building permits for any future discretionary residential or residential mixed-use project. If the HRA shows that the incremental cancer risk exceeds 10 in one million, or the appropriate noncancer hazard index exceeds 1.0, the HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. Heating, ventilation, and air conditioning (HVAC) systems for units that are installed with MERV filters shall maintain positive pressure within the building's filtered ventilation system to reduce infiltration of unfiltered outdoor air. The property owner/developer shall be required to install high efficiency MERV filters in the intake of residential ventilation systems, consistent with the recommendations of the HRA. HVAC systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur, subject to verification by the Riverside County Planning Department prior to the issuance of a Certificate of Occupancy:

- The developer and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The property owner shall

inform renters of increased risk of exposure to diesel particulates when windows are open.

- For residential owned units, the Homeowner's Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions (CC&Rs) and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates when windows are open.

- For projects within 500 feet of the freeway, air intake on residential buildings shall be placed as far from the freeway as possible.

- For projects within 500 feet of the freeway, the residential buildings should be designed to limit the use of operable windows and/or balconies on portions of the site adjacent to and facing the freeway.

Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that MERV filters and HVAC design requirements are included on the mechanical plans.

AQ-11 A project-specific Health Risk Assessment (HRA) shall be conducted for future industrial development proposed within 1,000 feet of sensitive receptors, pursuant to the recommendations set forth in the California Air Resources Board *Air Quality and Land Use Handbook* (1993 or most current equivalent guidance). The HRA shall evaluate a project per the following South Coast Air Quality Management District (SCAQMD) thresholds:

- Carcinogens: Maximally Exposed Individual risk equals or exceeds 10 in one million. For cumulative cancer risk, the maximum exposed individual risk equals or exceeds significance thresholds established by SCAQMD.
- Non-Carcinogens: Emit toxic contaminants that equal or exceed 1 for the Maximally Exposed Individual.

If projects are found to exceed the SCAQMD's thresholds, mitigation shall be incorporated to reduce impacts to below SCAQMD thresholds. The HRA shall be submitted to the Riverside County Planning Department prior to issuance of building permits for any future discretionary industrial projects.

Level of Significance: Significant and unavoidable impact.

Other Emissions Such as Those Leading to Objectionable Odors

Impact 3.2-4	**The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.**

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.

Cabazon Community Plan

Short-term Construction Impacts

During construction of future development facilitated by the Cabazon Community Plan, odors could be generated from exhaust emissions associated with construction equipment and heavy-duty trucks, as well as VOCs from architectural coatings and paving activities. Individual development projects within the planning area would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. The phasing and exact details of each project within Cabazon Community Plan would be evaluated by the County on a case-by-case basis. In addition, developments within the planning area would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Developments within the planning area would also comply with SCAQMD Rule 1113, which would minimize odor impacts from VOC emissions during architectural coating applications. Thus, odors associated with future construction activities under the Cabazon Community Plan would result in a less than significant impact**.**

Long-term Operational Impacts

Land uses proposed under Cabazon Community Plan are primarily related to growth in residential, retail/restaurant, commercial, and park land uses and are not expected to introduce substantial sources of other emissions, including odors. These odors would be similar to existing residential and food service uses throughout the County and would be confined to the immediate vicinity of the new buildings. Implementation of Cabazon Community Plan would also result in future development of commercial or light industrial/manufacturing land uses that could generate odors. However, the phasing and exact details of each project would be evaluated by the County on a case-by-case basis, and each project would be required to analyze potential operational odor impacts. As such, future development projects under the Cabazon Community Plan would result in a less than significant impact.

Cabazon Infrastructure Plan

Short-term Construction Impacts

Potential sources that may generate odors during construction of the CIP include the use of architectural coatings, solvents, and emissions from diesel-powered construction equipment. The CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The timing, location, and specific construction activities associated with individual CIP projects would be evaluated by the County on a case-by-case basis as project details become available.

Construction activities associated with CIP improvements may generate temporary and localized odors related to heavy-duty equipment exhaust and the application of architectural coatings. These odor sources would be short-term in nature and limited to periods of active construction at specific locations. Individual CIP projects would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which limit idling time for diesel-powered construction equipment to no more than five minutes. Compliance with these requirements would reduce emissions and associated odors from construction equipment. In addition, future CIP construction activities would be required to comply with SCAQMD Rule 1113, which limits ROG emissions from architectural coatings and thereby minimizes potential odor impacts. With compliance with applicable CARB and SCAQMD regulations, construction-related odors associated with CIP projects would be temporary, localized, and infrequent. Therefore, odors generated during construction of the CIP projects would be considered less than significant.

Long-term Operational Impacts

Land uses and facilities included as part of the CIP primarily consist of public infrastructure improvements, including water supply and distribution systems, wastewater collection and treatment facilities, flood control, and utility infrastructure. With the exception of wastewater treatment facilities, these uses are not typically associated with substantial odor generation during operation. Wastewater collection and treatment facilities may generate limited odors associated with routine operation; however, such facilities are designed and operated in accordance with applicable regulatory requirements to minimize odor emissions and prevent nuisance conditions. Sensitive receptors such as residential uses and schools would be located as close as 100 feet from the proposed wastewater treatment plant locations shown on Figure 2-6, *Proposed Wastewater Facilities - Alternative 1* and Figure 2-7*, Proposed Wastewater Facilities - Alternative 2*. Any odors generated would generally be confined to the immediate vicinity of the facility and would not be expected to affect off-site sensitive receptors. Notwithstanding, the proposed wastewater treatment plant would be subject to project-level CEQA review, at which time the potential for odor effects on nearby sensitive receptors would be evaluated and appropriate project-specific mitigation measures would be implemented, if required.

Operational activities associated with the CIP would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that result in a public nuisance, including objectionable odors. In addition, individual CIP projects would undergo project-level environmental review pursuant to CEQA, at which time site-specific design features and

operational controls to minimize odors would be evaluated and implemented, as necessary. Therefore, odors generated during operation of the CIP projects would be considered less than significant.

Conclusion on Overall Project's Impacts

Implementation of the Cabazon Community Plan would result in a less than significant impact related to odor during both short-term construction and long-term operations. Similarly, construction and operational odor associated with the CIP projects would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.2-5	**The project would result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable Federal or State ambient air quality standard or other cumulative impacts related to air quality. Impacts would be cumulatively considerable.**

Cumulative Consistency with Applicable Air Quality Plans

Future development projects implemented under the proposed Cabazon Community Plan and CIP would be required to evaluate project-level consistency with applicable air quality plans, including the 2022 AQMP. As discussed in Impact 3.2-1, the growth anticipated under the Cabazon Community Plan does not align with the SCAG regional growth forecasts or the growth assumptions used in preparation of the 2022 AQMP and therefore would not be consistent with the 2022 AQMP. Additionally, full buildout of the proposed Cabazon Community Plan would exceed the SCAQMD's construction and operational significance thresholds for criteria air pollutants; refer to Table 3.2-4. Exceedance of these thresholds indicates that the project would conflict with the 2022 AQMP by contributing to increased regional emissions of criteria pollutants in an area that is already in nonattainment for criteria pollutants such as O_3 and $PM_{2.5}$. Additionally, construction of the CIP is anticipated to exceed SCAQMD significance thresholds for criteria air pollutants; refer to Impact 3.2-2. Therefore, because construction activities associated with the CIP would exceed SCAQMD significance thresholds, the CIP would not be consistent with the 2022 AQMP's objective of achieving attainment of the O_3 and $PM_{2.5}$ standards. Therefore, construction activities associated with implementation of the Cabazon Community Plan and CIP would contribute short-term emissions that, when combined with emissions from other past, present, and reasonably foreseeable future development, would further degrade regional air quality conditions.

Although the County of Riverside continues to coordinate with SCAQMD and SCAG to ensure that regional growth projections, land use planning, and development patterns are incorporated into regional planning efforts, the cumulative increase in emissions associated with full buildout of the Cabazon Community Plan and CIP would incrementally contribute to existing nonattainment conditions in the Basin. Because the project's emissions would be additive to other

regional sources and exceed SCAQMD significance thresholds, the project's contribution to cumulative air quality impacts would be cumulatively considerable.

Cumulative Short-term (Construction) Air Emissions

The SCAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the project applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. In addition, construction-related criteria pollutant emissions are temporary in nature and cease following project completion.

Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible, project-specific mitigation measures, and compliance with adopted 2022 AQMP emissions control measures) would also be imposed on construction projects throughout the Basin. Based on the programmatic-level construction analysis above, construction-related emissions associated with future development projects within proposed project and the surrounding area would be required to comply with the applicable SCAQMD rules and regulations, as well as Mitigation Measures **AQ-1** through **AQ-4**. Therefore, the project would result in cumulatively considerable impacts regarding construction air quality emissions.

Cumulative Long-term (Operational) Air Emissions

The SCAQMD has established a methodological framework and associated significance thresholds to evaluate a project's contribution to cumulative operational air quality impacts. Under this framework, the SCAQMD regional significance thresholds are used to determine whether project emissions would represent a cumulatively considerable contribution to existing air quality conditions within the Basin. These thresholds are based on Federal and State Clean Air Act requirements and are tied to the attainment objectives of the 2022 AQMP, which incorporates regional growth forecasts prepared by SCAG.

Accordingly, the determination of cumulative air quality impacts is based on whether a project's emissions exceed the SCAQMD regional significance thresholds, rather than solely on consistency with regional growth projections. Exceeding these thresholds indicates that a project would contribute substantially to regional emissions in an area that is already in nonattainment for multiple pollutants and would interfere with attainment planning assumptions.

To reduce cumulative operational emissions across the planning area, future development projects would be required to implement Mitigation Measures **AQ-5** through **AQ-9**. These measures encompass requirements for truck routing and site design to limit idling (**AQ-5**), installation of EV and TRU electrical hookups (**AQ-6**), incorporation of solar energy and energy-efficient building materials (**AQ-7**), use of super-compliant low-VOC products (**AQ-8**), and compliance with the WAIRE Program and stationary source permitting (**AQ-9**).

As discussed above, implementation of the Cabazon Community Plan and CIP would result in long-term operational emissions that exceed SCAQMD regional significance thresholds for

criteria pollutants. As a result, the Cabazon Community Plan would contribute a cumulatively considerable net increase of pollutants for which the Basin is in nonattainment. Therefore, cumulative operational air quality impacts associated with implementation of the proposed project would be cumulatively considerable.

Cumulative CO Hotspot Impacts and Localized Emissions

At the program level, implementation of the Cabazon Community Plan and CIP would result in cumulative localized air quality and health effects that cannot be fully quantified due to the absence of project-specific construction and operational details. Construction activities associated with future development and infrastructure projects could generate localized emissions that exceed SCAQMD localized significance thresholds, even with compliance with applicable regulations and implementation of Mitigation Measures **AQ-1** through **AQ-4**. Therefore, cumulative localized construction impacts are cumulatively considerable.

Operational impacts associated with implementation of the Cabazon Community Plan could also result in cumulatively considerable localized air quality and health effects. Buildout of the Cabazon Community Plan would increase mobile source activity and may include industrial and commercial uses that could attract truck traffic, queuing, and idling near sensitive receptors. To address cumulative localized health risks, Mitigation Measures **AQ-10** and **AQ-11** would be implemented, requiring HRAs and the implementation of necessary risk-reduction measures (such as MERV filters or emission controls) for projects locating sensitive receptors near major emission sources, or for industrial facilities placed near sensitive receptors. Although project-level analyses would evaluate localized significance thresholds and conduct health risk assessments, as applicable, sufficient information is not available at the program level to demonstrate that future projects would not exceed localized thresholds. Accordingly, cumulative localized operational air quality and health impacts associated with the Cabazon Community Plan would be considered cumulatively considerable.

With respect to CO hotspots, the Cabazon Community Plan does not identify specific development proposals, site layouts, or phased construction schedules, project-level traffic characteristics such as intersection turning movements, volume-to-capacity ratios, queuing conditions, or localized congestion cannot be determined at this time. As a result, the planning-level trip generation estimate cannot be used to identify specific roadway locations where traffic congestion or CO hotspots may occur. Future individual projects would be required to conduct project-level transportation and air quality analyses, including intersection capacity and CO hotspot evaluations, once specific development projects are proposed, and sufficient traffic data are available. The CIP projects primarily consist of public infrastructure improvements such as water supply and distribution, wastewater collection and treatment, flood control, and utility infrastructure. These facilities are not designed to attract substantial numbers of mobile sources or result in prolonged queuing or idling during operation. As such, typical CIP components would not normally trigger operational localized air quality concerns, CO hotspots, or air quality health impacts. Therefore, impacts related to CO hotspots are less than cumulatively considerable.

In contrast, while construction activities associated with future CIP projects may result in temporary localized impacts that could be cumulatively considerable, operational emissions from most CIP facilities are not expected to attract substantial mobile sources, result in prolonged

queuing or idling, or introduce substantial stationary sources of emissions. Accordingly, cumulative localized operational air quality and health impacts associated with CIP projects are not cumulatively considerable.

Future project-level CEQA documents would tier from this program-level analysis and would be required to evaluate localized air quality and health impacts, including localized significance thresholds, CO hotspots, and health risk assessments, as applicable, once specific project design and operational details are available.

Cumulative Odor Impacts

Construction activities associated with future development projects under the Cabazon Community Plan and CIP may generate temporary odors primarily from the use of architectural coatings, solvents, and emissions from diesel-powered equipment and heavy-duty trucks. These odors would be intermittent, short-term, and limited to periods of active construction at specific locations. Construction activities would occur incrementally over time and would not be concentrated in a single location across the planning area. In addition, individual projects would be required to comply with applicable CARB and SCAQMD regulations, including idling restrictions and limits on VOCS, which would minimize odor generation. Further, development projects under the Cabazon Community Plan and CIP would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Developments within the planning area would also comply with SCAQMD Rule 1113, which would minimize odor impacts from VOC emissions during architectural coating applications.

Because construction-related odors are temporary, localized, and generally not considered objectionable beyond the immediate vicinity of active construction sites, cumulative odor impacts associated with construction of the Cabazon Community Plan and CIP projects are not cumulatively considerable.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints, typically include facilities such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Development anticipated under the Cabazon Community Plan would include residential, commercial, public facility, and industrial uses. Typical land uses such as residential, retail, and commercial development are not substantial sources of objectionable odors during operation, and any odors generated would be similar to those associated with existing uses and would be localized and intermittent.

Certain industrial uses may have the potential to generate odors. However, these uses would be evaluated on a project-by-project basis during subsequent environmental review, and would be required to comply with SCAQMD rules and regulations, including Rule 402, which prohibits nuisance odors. In addition, solid waste handling would be regulated and controlled through applicable County requirements, and commercial uses such as restaurants would be required to incorporate ventilation systems that minimize off-site odor impacts.

Although some future uses identified by the SCAQMD as potential odor sources (certain restaurant and industrial uses) could occur within the Cabazon Community Plan, specific development details are not known at this time. Therefore, potential odor impacts would be addressed at the project level, where site-specific design and operational controls would be implemented, as necessary.

Operational activities associated with CIP projects generally consist of public infrastructure systems, such as water, drainage, and utility facilities, which are not typically associated with substantial odor generation. While certain facilities, such as wastewater collection and treatment infrastructure, may generate odors, these facilities are regulated and operated in accordance with applicable standards to prevent nuisance conditions, and any odors would be confined to the immediate vicinity of the site. CIP projects would be subject to compliance with SCAQMD Rule 402 and other applicable regulations, and individual components would undergo project-level environmental review, as necessary, to evaluate and mitigate potential odor impacts.

As a result, cumulative operational odor impacts associated with development of the Cabazon Community Plan and CIP would be less than cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures **AQ-1** through **AQ-11**.

Level of Significance: Cumulatively considerable impact.

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3.3. Biological Resources

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to biological resources.

This section is based on technical data and analysis from the following:

- *Baseline Biological Resources Technical Report Cabazon Infrastructure Plan and Cabazon Community Plan Project*, prepared by Michael Baker International, May 2026; Appendix C).
- County of Riverside General Plan (2015)

3.3.1. Environmental Setting

Cabazon is defined by its desert-influenced climate and its location within the San Gorgonio Pass, which forms a transitional region between the Inland Empire and the Coachella Valley. The area supports a mix of residential, commercial, and light industrial development; however, substantial portions of the surrounding landscape remain relatively undeveloped and are characterized by open desert terrain, alluvial plains, and rugged foothill landforms.

These undeveloped areas support natural vegetation communities typical of the region, including desert scrub and chaparral, as well as riparian corridors associated with intermittent drainages and washes. Such features contribute to the ecological function of the area by providing habitat for plant and wildlife species adapted to arid and semi-arid conditions. In addition, these lands are incorporated into broader regional conservation planning efforts, reflecting their importance for maintaining habitat connectivity and biological resources at a regional scale.

Although Cabazon itself is limited in size and includes developed land uses, it is situated adjacent to regionally significant natural features, including the San Jacinto Mountains to the south and extensive desert ecosystems extending eastward. These surrounding natural areas provide important open space and support a diversity of biological resources, contributing to the overall ecological value of the Cabazon area within western Riverside County.

Literature and Database Review

A literature and database review was conducted to identify biological resources known to occur, or with the potential to occur, within the project area. The review incorporated information from Federal, State, and local agency databases, published scientific literature, technical reports, and relevant planning documents. This information was used to characterize existing biological conditions within the project area and to identify special-status species, sensitive habitats, and other regulated biological resources that may be present. The review included the following sources organized by natural resource category:

- Special-status plants and wildlife: California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB 2026a, 2026b, 2026c), the California Native Plant Society (CNPS) Rare Plant Inventory (CNPS 2026), and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool (USFWS

2026a). Searches were conducted for the USGS 7.5-minute Cabazon and Whitewater quadrangle maps and seven surrounding quadrangles (Forest Falls, San Gorgonio Mountain, Catclaw Flat, Beaumont, San Jacinto, Lake Fulmor, and San Jacinto Peak). Other relevant sources included the General Plan, The Pass Area Plan (County of Riverside 2021), Coachella Valley Multiple Species Habitat Conservation Plan (CV-MSHCP) (CVAG 2007), Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) (County of Riverside 2006), Calflora (2026), eBird (n.d.), and iNaturalist (n.d.).

- Vegetation communities and land cover types: CV-MSHCP (CVAG 2007); California Sensitive Natural Communities (CDFW 2025).
- Wildlife corridors and linkages: CDFW Biogeographic Information System (BIOS) (CDFW 2026), County of Riverside General Plan (County of Riverside 2021), CV-MSHCP (CVAG 2007), California Wildlife Crossings Database (Wildlands Network, 2026)
- Watersheds and aquatic resources: National Wetlands Inventory (NWI; USFWS 2026b), US Environmental Protection Agency (USEPA) WATERS GeoViewer (USEPA 2026), and USGS 3D National Hydrography Program (3DHP; USGS 2026).

All resources consulted are listed in Section 6.0, *References*, of Appendix C.

Vegetation Communities and Land Covers

Cabazon supports a variety of native and naturalized vegetation communities that provide habitat for a diverse array of plant and animal species, many of which are considered special-status. These communities, although limited in extent due to urban development, contribute significantly to the project area's biological diversity and ecological value. Vegetation communities and land cover types mapped within the project area include:

- Desert riparian
- Riparian scrub, woodland, and forest
- Akali desert scrub
- Chamise-redshank chaparral
- Coastal scrub
- Desert scrub
- Desert wash
- Mixed chaparral
- Semi-desert chaparral
- Sonoran creosote bush scrub

- Riversidean alluvial fan sage scrub
- Annual grassland
- Cropland
- Urban
- Developed/disturbed land
- Barren

Figure 3.3-1, *Vegetation Communities and Land Cover Types*, shows the vegetation communities and land cover types within the project area. Descriptions of each vegetation community and land cover mapping unit are provided in Appendix C.

Special-Status Biological Resources

Special-status biological resources include the following:

- Areas designated as sensitive natural communities by the CDFW
- Plant species that are Federally or State listed
- Plant species that have been assigned a California Rare Plant Rank (CRPR). CRPRs are defined as follows:
    - List 1A: Plants presumed extirpated in California and either rare or extinct elsewhere.
    - List 1B: Plants rare, threatened, or endangered in California and elsewhere
    - List 2A: Plants presumed extirpated in California but common elsewhere.
    - List 2B: Plants rare, threatened, or endangered in California but common elsewhere.
    - List 3: Plants about which more information is needed.
    - List 4: Plants of limited distribution (a watch list).
- Wildlife species that are Federal or State listed, proposed, or candidates for listing under the Endangered Species Act (ESA) or California Endangered Species Act (CESA); designated species of special concern or fully protected by CDFW; or designated sensitive by other Federal agencies
- Areas designated as critical habitat by the USFWS
- Areas that provide habitat for rare or endangered species which meet the definition of Section 15380 of the California Environmental Quality Act (CEQA) Guidelines

- Aquatic resources outlined in California Fish and Game Code (FGC) Section 1600
- Aquatic resources regulated under Sections 401 or 404 of the Clean Water Act
- Other areas protected under local regulations and policies (e.g., Environmentally Sensitive Habitat Areas [ESHA]).

Sensitive Natural Communities

Sensitive natural communities are vegetation communities or habitat types that are recognized for their ecological importance, restricted distribution, or regulatory significance under State and regional conservation programs. Sensitive natural communities within the project boundaries include desert riparian, riparian scrub, riparian woodland, forest which is mapped in the San Jacinto Mountains to the south, southern willow scrub, alkali desert scrub, coastal sage scrub, desert wash mapped along the San Gorgonio River, semi-desert chaparral, Sonoran creosote bush scrub, and Riversidean alluvial fan sage scrub mapped along the western portion of the project area around Smith Creek; refer to Figure 3.3-1.

Special-Status Plants

A total of 18 special-status plant species are expected or have at least a moderate potential to occur within the project area due to the presence of known locations within the project area and an additional 46 species may occur due to the presence of nearby known locations and potentially suitable habitat. Special-status plants are limited to native habitat areas within the project area, including the San Gorgonio River, the San Jacinto Mountains, and tribal areas. These native habitat areas are identified as high sensitivity zones on Figure 3.3-7, *Biological Resources Sensitivity Zones*. The moderate sensitivity zone provides a buffer around the high sensitivity zone to ensure maximum protection of special-status plant species.

Table 3.3-1, *Special-Status Plants*, includes the special-status plant species that are expected or have at least a moderate potential to occur in the project area.

TABLE 3.3-1 SPECIAL-STATUS PLANTS

Scientific Name	Common Name	Potential
Abronia villosa var. *aurita*	chaparral sand-verbena	Moderate
Allium munzii	Munz's onion	Moderate
Astragalus lentiginosus var. *coachellae*	Coachella Valley milk-vetch	Moderate
Astragalus pachypus var. *jaegeri*	Jaeger's milk-vetch	Moderate
Calochortus plummerae	Plummer's mariposa-lily	Moderate
Caulanthus simulans	Payson's jewelflower	Moderate
Chorizanthe leptotheca	Peninsular spineflower	Moderate
Chorizanthe parryi var. *parryi*	Parry's spineflower	Expected
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	Expected
Deinandra mohavensis	Mojave tarplant	Moderate
Galium angustifolium ssp. *gracillimum*	slender bedstraw	Moderate
Imperata brevifolia	California satintail	Moderate
Juglans californica	Southern California black walnut	Expected
Penstemon pseudospectabilis ssp. *pseudospectabilis*	desert beardtongue	Moderate
Petalonyx linearis	narrow-leaf sandpaper-plant	Moderate
Saltugilia latimeri	Latimer's woodland-gilia	Moderate
Selaginella eremophila	desert spike-moss	Moderate
Symphyotrichum defoliatum	San Bernardino aster	Moderate

Special-Status Wildlife

A total of 28 special-status wildlife species are expected or have at least a moderate potential to occur within the project area due to the presence of suitable habitat or documented locations. Table 3.3-2, *Special-Status Wildlife*, lists these species alphabetically by scientific name within their taxonomic groups, along with their potential to occur.

TABLE 3.3-2 SPECIAL-STATUS WILDLIFE

Scientific Name	Common Name	Potential
Birds		
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	Moderate
Athene cunicularia	burrowing owl	Expected
Buteo regalis	ferruginous hawk	Moderate
Falco mexicanus	prairie falcon	Expected
Lanius ludovicianus	loggerhead shrike	Moderate
Polioptila californica californica	coastal California gnatcatcher	Expected
Setophaga petechia	yellow warbler	Expected
Toxostoma lecontei	Le Conte's thrasher	Moderate
Vireo bellii pusillus	least Bell's vireo	Expected
Invertebrates		
Bombus crotchii	Crotch's bumble bee	Expected
Macrobaenetes valgum	Coachella giant sand treader cricket	Moderate
Stenopelmatus cahuilaensis	Coachella Valley Jerusalem cricket	Moderate
Mammals		
Antrozous pallidus	pallid bat	Moderate
Chaetodipus fallax pallidus	pallid San Diego pocket mouse	Expected
Corynorhinus townsendii	Townsend's big-eared bat	Moderate
Neotoma lepida intermedia	San Diego desert woodrat	Expected
Ovis canadensis nelsoni pop. 2	Peninsular bighorn sheep	Expected
Perognathus longimembris bangsi	Palm Springs pocket mouse	Expected
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Expected
Xerospermophilus tereticaudus chlorus	Palm Springs round-tailed ground squirrel	Expected
Reptiles		
Anniella stebbinsi	Southern California legless lizard	Expected
Arizona elegans occidentalis	California glossy snake	Expected
Aspidoscelis tigris stejnegeri	coastal whiptail	Moderate
Charina umbratica	southern rubber boa	Moderate
Crotalus ruber	red-diamond rattlesnake	Moderate
Gopherus agassizii	desert tortoise	Expected
Phrynosoma blainvillii	coast horned lizard	Moderate
Uma inornata	Coachella Valley fringe-toed lizard	Moderate

Critical Habitat

Under the ESA, Critical Habitat may be established for species listed as threatened or endangered. Critical habitat for Coachella Valley milk-vetch (*Astragalus lentiginosus var. coachellae*; Federal endangered, CRPR 1B.2, CV-MSHCP covered) occurs at four locations within or directly adjacent to the project area, mainly within portions of the San Gorgonio River (USFWS 2013; Figure 3.3-2, *USFWS Critical Habitat*). The recovery plan for the Coachella Valley milk-vetch recognizes the San Gorgonio River as a viable occurrence distributions habitat. The recovery plan emphasizes protecting remaining habitat and avoiding future habitat loss, which has always been the primary threat to the Coachella Valley milk-vetch (USFWS 2023).

Aquatic Resources

The primary aquatic resource that occurs within Cabazon is the San Gorgonio River, which traverses the project area, refer to Figure 3.3-3, *Aquatic Resources*. The San Gorgonio River is an intermittent desert wash that conveys flows only during storm events and periods of elevated runoff. For most of the year, the channel remains dry; however, episodic surface flows and shallow

subsurface moisture support localized wetland and riparian elements along portions of the corridor. The hydrology of the San Gorgonio River is influenced by several tributary drainages originating on the steep southern slopes of the San Bernardino Mountains. These tributary washes, including unnamed alluvial drainages and smaller ephemeral channels, deliver stormwater, sediment, and coarse alluvium to the mainstem river during high-intensity precipitation events. This network of converging drainages contributes to the river's flash flow regime, rapid infiltration rates, and the formation of broad alluvial fan surfaces characteristic of the Cabazon area.

Although wetlands in the region are generally small, discontinuous, and seasonally supported, they perform important ecological functions within an otherwise dry environment. Localized patches of emergent vegetation and riparian scrub provide wildlife movement corridors, seasonal foraging habitat, and limited breeding opportunities for species adapted to intermittent water availability. The San Gorgonio River corridor also contributes to flood attenuation, sediment transport, and groundwater recharge.

Wildlife Movement and Connectivity

Wildlife corridors and habitat linkages facilitate the movement of wildlife between large habitat blocks, supporting dispersal, foraging, seasonal movement, and genetic exchange necessary to maintain viable wildlife populations. Although corridor definitions vary, they generally include linear or landscape-scale features embedded within a developed or disturbed matrix that permit movement between otherwise fragmented habitat areas. Such features may include washes, drainage corridors, open space lands, and other undeveloped areas that collectively maintain landscape permeability. Wildlife movement and habitat connectivity are critical for maintaining viable populations of native species, allowing for gene flow, dispersal, foraging, and adaptation to environmental changes.

The project area is located within the San Gorgonio Pass, a region recognized in both the CV-MSHCP and the WR-MSHCP as an important regional movement and transition zone between the Coachella Valley desert ecosystems to the east and inland valleys and mountain systems to the west. The remaining undeveloped lands, drainage features, and open space areas in this constrained landscape play an important role in maintaining regional wildlife movement and habitat connectivity across Southern California. The narrowing of the landscape between the San Bernardino Mountains and the Little San Bernardino Mountains makes the San Gorgonio Pass one of the few low-elevation pathways available for east-west dispersal, gene flow, and seasonal movement for desert-adapted and wide-ranging species.

Wildlife movement in and around Cabazon is supported primarily through a network of ephemeral washes, alluvial features, and undeveloped open space lands rather than through singular, formally designated corridors.

3.3.2. Regulatory Framework

Federal

Endangered Species Act

The Federal ESA provides the legal framework for the listing and protection of species (and their habitats) identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a "take" under the ESA. Take of a Federally listed threatened or endangered species is prohibited without a special permit. The ESA allows for take of a threatened or endangered species incidental to development activities once a habitat conservation plan has been prepared to the satisfaction of the USFWS and an incidental take permit has been issued. The ESA also allows for the take of threatened or endangered species after consultation has deemed that development activities will not jeopardize the continued existence of the species. The Federal ESA also provides for a Section 7 consultation when a Federal permit is required, such as a Clean Water Act Section 404 permit, or through Section 10 of the ESA when there is no Federal nexus.

Clean Water Act

Section 401 of the Federal Clean Water Act (CWA) requires any applicant for a Federal license or permit that is conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The appropriate Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

CWA Section 404 prohibits the discharge of dredged or fill material into waters of the United States without a permit from the US Army Corps of Engineers (USACE). The USACE and the US Environmental Protection Agency administer the act. In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3 7b). The lateral extent of non-tidal waters is determined by delineating the ordinary high-water mark (33 CFR Section 328.4[c][1]).

Substantial impacts to jurisdictional wetlands may require an individual permit. Small-scale projects may require a nationwide permit, which typically has an expedited process compared to the individual permit process. Mitigation of wetland impacts is required as a condition of the 404 permit and may include on-site preservation, restoration, and/or enhancement and/or off-site restoration or enhancement. The characteristics of restored or enhanced wetlands must be equal to or better than those of the affected wetlands to achieve no net loss of wetlands.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California has incorporated the protection of birds of prey in FGC Sections 3800, 3513, and 3503.5. These laws prohibit the take,

possession, or destruction of birds, their nests, and eggs, and align with Federal protections for migratory birds.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act, enacted in 1940 and amended several times since, aims to protect bald and golden eagles by prohibiting the taking of these birds, including their parts, nests, or eggs, without a permit issued by the Secretary of the Interior. The term "taking" encompasses actions such as pursuing, shooting, poisoning, wounding, killing, capturing, trapping, collecting, molesting, or disturbing the eagles. The act is administered by the USFWS, which issues permits for activities that might affect these protected birds.

State

California Endangered Species Act

The California ESA establishes the State's policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The California ESA mandates that State agencies not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no State agency consultation procedures under the California ESA. For projects that affect both a State and Federal listed species, compliance with the Federal ESA will satisfy the California ESA if the CDFW determines that the Federal incidental take authorization is "consistent" with the California ESA under Fish and Game Code Section 2080.1. For projects that will result in a take of a State-only listed species, the project proponent must apply for a take permit under Section 2081(b).

State Water Resources Control Board/Regional Water Quality Control Board

For Waters of the State that are Federally regulated under the Clean Water Act, the State Water Resources Control Board (through its RWQCBs) must provide State water quality certification pursuant to CWA Section 401 for activities requiring a Federal permit or license that may result in discharge of pollutants into Waters of the United States. Where no Federal jurisdiction exists over Waters of the State, the State Water Resources Control Board (through its RWQCBs) retains regulatory authority to protect water quality through provisions of the Porter-Cologne Water Quality Control Act through application for or waiver of waste discharge requirements.

California Fish and Game Code

Lake and Streambed Alteration Program

California FGC Section 1602 requires any person, public utility, or State or local governmental agency to notify the CDFW prior to initiating any activity that would: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material into any river, stream, or lake. The State definition of "lakes, rivers, and streams" includes all rivers or streams that flow at least periodically or permanently through a well-defined bed or channel with banks that support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation.

Natural Community Conservation Planning Act

FGC Sections 2800-2835 is the Natural Community Conservation Planning Act (NCCPA) which provides a statutory framework for ecosystem-based conservation planning aimed at protecting biodiversity while accommodating compatible land use and development. Unlike traditional species-by-species approaches, the NCCPA promotes the preservation of entire natural communities and their ecological functions through large-scale, multi-stakeholder planning efforts. Administered by the CDFW, the NCCPA authorizes the development of natural community conservation plans (NCCPs), which identify habitat conservation strategies for multiple species, including those not yet listed as threatened or endangered. NCCPs must meet rigorous scientific and public participation standards and are subject to approval by the CDFW. Once approved, these plans offer regulatory assurances to participating landowners and agencies under CESA, streamlining permitting processes while ensuring long-term habitat protection. Notably, the project occurs within the boundaries of the WR-MSHCP and CV-MSHCP, thus the proposed project will be required to be consistent with the approved NCCP/habitat conservation plans.

Native Plant Protection Act

The Native Plant Protection Act (FGC Sections 1900–1913) prohibits the take, possession, or sale within the State of any plants with a State designation of rare, threatened, or endangered (as defined by the CDFW). An exception in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that State agency at least 10 days to retrieve the plants before they are plowed under or otherwise destroyed (FGC Section 1913). Impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of a proposed project.

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by various Federal, State, and local conservation plans, policies, or regulations. The CDFW ranks sensitive communities as threatened or very threatened and keeps records of their occurrences in the California Natural Diversity Database. The CDFW also identifies sensitive vegetation communities on its List of California Natural Communities Recognized by the CNDDB. Impacts to sensitive natural communities and habitats identified in local or regional plans, policies, and regulations, or by Federal or State agencies, must be considered and evaluated under CEQA.

Species of Special Concern

Species of special concern are broadly defined as animals not listed under the California ESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence

currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for listing under the California ESA and recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species and to focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review. Species of special concern are included in the list of Special Animals List tracked by the CNDDB.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act defines waters of the State as any surface water or groundwater, including saline waters, within the boundaries of the State. The RWQCBs protect all waters in their regulatory scope, but have special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as CWA Section 404. The RWQCBs regulate waters of the State under the Water Quality Certification Program, which regulates discharges of dredged and fill material under CWA Section 401 and the Porter-Cologne Water Quality Control Act.

Projects that require a USACE permit, or fall under other Federal jurisdiction, and have the potential to impact waters of the State are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a Federal license or permit, but involves activities that may result in a discharge of harmful substances to waters of the State, the applicable RWQCB has the option to regulate such activities under its State authority in the form of waste discharge requirements or certification of waste discharge requirements.

California Native Plant Society Rare or Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under State or Federal endangered species legislation, are defined as follows:

- List 1B: Plants rare, threatened, or endangered in California and elsewhere
- List 2: Plants rare, threatened, or endangered in California, but more numerous elsewhere
- List 3: Plants about which more information is needed (a review list)
- List 4: Plants of limited distribution (a watch list)

Local

Coachella Valley MSHCP

The CV-MSHCP established a Reserve System composed of defined Conservation Areas that function collectively to maintain biological diversity, ecological processes, and wildlife connectivity across the desert landscape. Within and adjacent to the project area, the Cabazon Conservation Area and the Santa Rosa and San Jacinto Mountains Conservation Area are of particular relevance due to their role in sand-dependent ecological processes, wildlife movement, and essential habitat for special-status species, including the Peninsular bighorn sheep.

The Cabazon Conservation Area encompasses low-elevation desert habitats within the western Coachella Valley, including portions of the San Gorgonio Pass. This conservation area functions as a critical ecological transition zone between upland mountain habitats and valley floor desert systems, supporting both regional wildlife movement and dynamic geomorphic processes. The project area overlaps approximately 3,226 acres of the Cabazon Conservation Area.

The Santa Rosa and San Jacinto Mountains Conservation Area encompasses extensive upland habitats forming the mountainous backdrop to the Coachella Valley. This conservation area represents a core component of the CV-MSHCP Reserve System and serves as one of the primary strongholds for desert mountain species. The project area overlaps approximately 498 acres of the Santa Rosa and San Jacinto Mountains Conservation Area.

The locations of CV-MSHCP Conservation Areas and associated ecological features within and adjacent to the project area are shown in Figure 3.3-4, *MSHCP Conservation Areas and Resources*, Figure 3.3-5, *Species Habitat Models and Survey Areas – A*, Figure 3.3-6, *Species Habitat Models and Survey Areas – B*.

Western Riverside MSHCP

The WR-MSHCP is a regional HCP/NCCP that governs biological resource conservation and development within western Riverside County. The WR-MSHCP established a Reserve System and a regulatory framework for evaluating impacts on biological resources, including sensitive habitats, covered species, wildlife movement, and ecological processes. The project area is located within the Pass Area Plan of the WR-MSHCP, which encompasses the San Gorgonio Pass region and functions as a critical transition and movement area between coastal, inland, and desert ecosystems. Under the WR-MSHCP, the Pass Area Plan is further defined by conservation objectives, survey requirements, and land-use guidelines that apply to projects proposed within or adjacent to areas of biological importance.

Though the project area is located within the Pass Area Plan of the WR-MSHCP, it is not located within a Subunit, Cell Group, or Criteria Cell. Additionally, there are no applicable Cores, Linkages, Constrained Linkages, or Noncontiguous Habitat Blocks that coincide with the project area. However, the project is within a Special Linkage Area, which was established to contribute to assembly of a portion of the San Gorgonio River/San Bernardino-San Jacinto Mountains Linkage. The San Gorgonio River/San Bernardino-San Jacinto Mountains Linkage includes locations within and outside the WR-MSHCP Plan Area.

The locations of WR-MSHCP Conservation Areas and associated ecological features within and adjacent to the project area are shown in Figure 3.3-4, *MSHCP Conservation Areas and Resources*, Figure 3.3-5, *Species Habitat Models and Survey Areas – A*, Figure 3.3-6, *Species Habitat Models and Survey Areas – B*.

County of Riverside General Plan

The County's General Plan includes policies aimed at the protection and maintenance of biological resources. Relevant policies are listed below.

Land Use Element

LU 9.2	Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.
LU 9.4	Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.
LU 19.1	Where appropriate, use any adopted Density Transfer Program to help implement Rural Village Overlay Study Areas and the Multi-Species Habitat Conservation Program.
LU 26.3	Ensure that development does not adversely impact the open space and rural character of the surrounding area.

Circulation Element

C 20.9	Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.

Multipurpose Open Space Element

OS 6.1	During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.
OS 6.2	Preserve buffer zones around wetlands where feasible and biologically appropriate.
OS 9.3	Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees and other features for ecosystem, aesthetic and water conservation purposes.
OS 9.4	Conserve the oak tree resources in the County.
OS 18.1	Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs.

Riverside County Ordinances

Ordinance No. 663, *Stephen's Kangaroo Rat Mitigation Fee:* The purpose of this ordinance is to finance the preparation, development, and implementation of the Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan (HCP), including the acquisition of habitat reserve sites, and the application for a Section 10(a) permit under the Federal Endangered Species Act of 1973. The ordinance provides a method for mitigation of impacts to SKR caused by the loss of its habitat due to development.

Ordinance 875, *Coachella Valley Multiple Species Habitat Conservation Plan Mitigation Fee*: This ordinance requires a mitigation fee to be paid by the applicant for residential, commercial and industrial development to fund the implementation of the CV-MSHCP.

Ordinance No. 810, *Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee*: This ordinance requires a mitigation fee to be paid by the applicant for residential, commercial, and industrial development to fund WR-MSCHP implementation.

Riverside County Oak Tree Management Guidelines

In March 1993, Riverside County issued Oak Tree Management Guidelines to address the treatment of oak woodlands in areas where zoning and/or General Plan density restrictions allow the effective use of clustering. The guidelines are generally considered to be the most effective where minimum lot sizes are 2.5 acres or larger, or where oak woodlands are concentrated in a relatively small portion of a project area. The guidelines include recommendations for oak inventories, quantification of impacts from the proposed development, and identification of mitigation measures.

3.3.3. Significance Thresholds and Methodology

Significance Thresholds

An evaluation of the significance of potential impacts on biological resources must consider both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss of a biological resource or obviously conflict with local, State, or Federal agency conservation plans, goals, policies, or regulations. Actions that would potentially result in a significant impact locally may not be considered significant under CEQA if the action would not substantially affect the resource on a population-wide or region-wide basis.

The following thresholds of significance are based on CEQA Guidelines Appendix G, part IV. The proposed project would have a significant impact related to biological resources if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

b) Have a substantial adverse effect on any 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 US Fish and Wildlife Service.

c) Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.

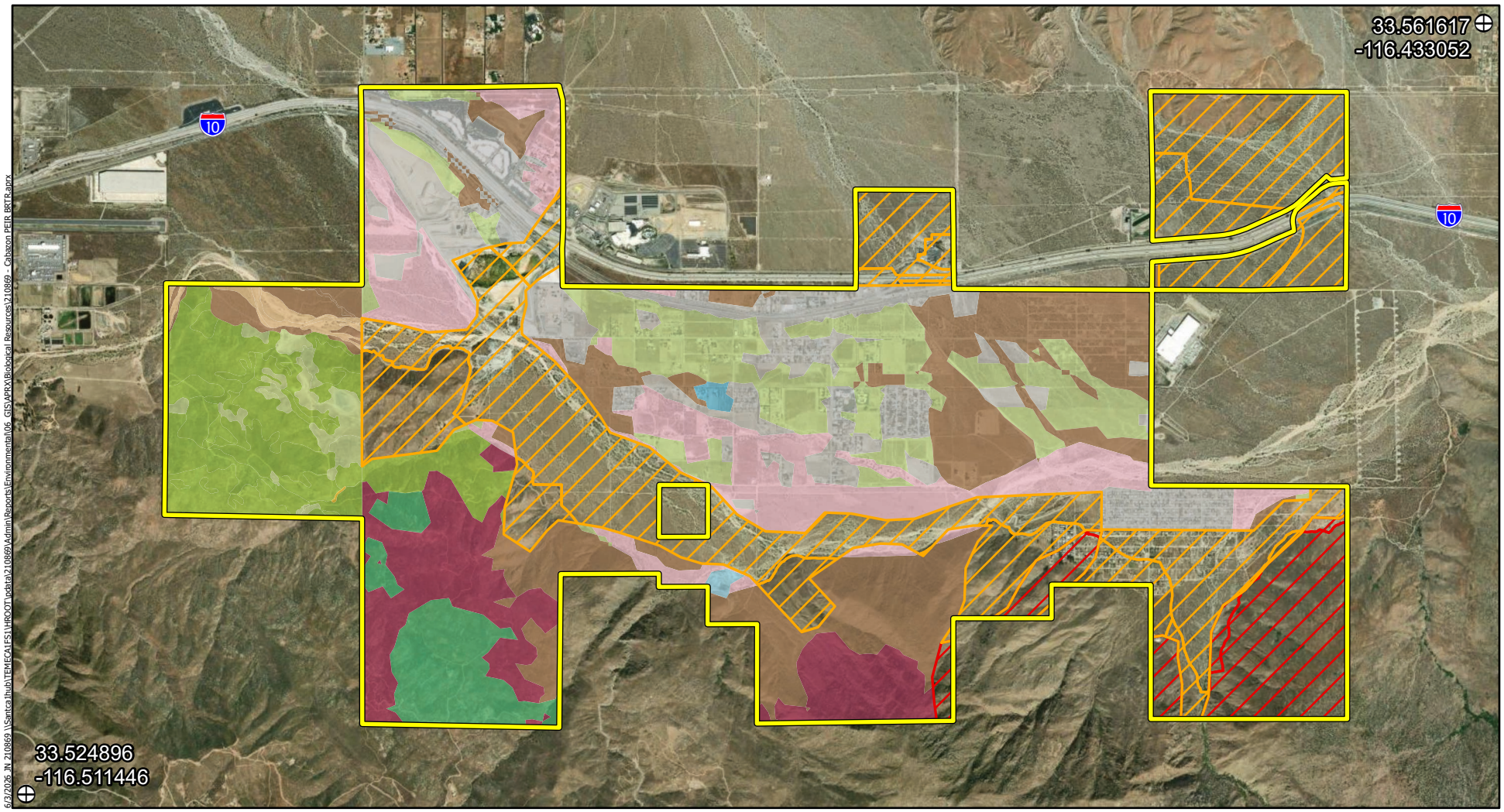
Methodology

Due to the programmatic nature of this PEIR, this analysis focuses on reasonably foreseeable impacts and establishes standards for individual development and Cabazon Infrastructure Plan (CIP) project review. The approach integrates baseline data from the Baseline Biological Resources Technical Report (Appendix C) and applies a screening-level evaluation of potential impacts associated with future projects. The analysis utilizes a biological sensitivity map to classify areas within the project boundary as high, moderate, or low sensitivity, based on regulatory status, ecological rarity, and potential for sensitive resources; Figure 3.3-7, ***Biological Resources Sensitivity Zones***. A general description of each biological resources sensitive zone is provided below:

- **High Sensitivity Zone**: These areas contain the highest concentration of sensitive biological resources, such as wetlands, riparian habitats, rare vegetation communities, known occurrences of special-status species, and conservation areas. High Sensitivity Zones often overlap with regulatory overlays and may include aquatic resources, critical habitat, wildlife corridors, specific species survey areas (WR-MSHCP), or protected tree species (e.g., Oak Tree Management Guidelines and Best Management Practices adopted by Riverside County).

- **Moderate Sensitivity Zone**: The Moderate Sensitivity Zone includes Indian Reservation land, WR-MSHCP habitat management units and special linkage areas, CV-MSHCP Conservation Areas, CV-MSHCP Essential Ecological Processes & Biological Corridors and Linkages (sand source, sand transport, and corridors/linkages), CV-MSHCP Essential Habitat (Peninsular bighorn sheep), and remaining natural vegetation communities on the north-facing slopes of the San Jacinto Mountains to the south of the CV-MSHCP boundary. Its primary purpose is to provide an added layer of protection for the most sensitive biological resources by minimizing indirect impacts from adjacent development or activities. This buffer helps to maintain ecological integrity, reduce edge effects, and support habitat connectivity adjacent to high-value areas.

- **Low Sensitivity Zone**: The Low Sensitivity Zone is generally characterized by developed or disturbed areas with limited biological resource value, such as urbanized parcels, maintained landscapes, or areas lacking native vegetation. Due to the presence of the Moderate Sensitivity Zone buffer, these areas are not expected to overlap with High Sensitivity Zones. While these areas generally have limited habitat value, they may still contain biological resources that could support nesting birds and listed species that may occur in developed areas (e.g., monarch butterfly or Crotch's bumble bee).



6/3/2026, JN 210869 \\Santca1hub\TEMECA1FS1\HROOT\data\210869\Admin\Reports\Environmental\06_GIS\APRX\Biological_Resources\210869 - Cabazon PEIR BRTR.aprx

Legend

- Reference Point
- Cabazon Community Plan Boundary

CVMSHCP Natural Communities
- Semi-desert chaparral
- Sonoran creosote bush scrub

WRMSHCP Natural Communities
- Coastal Sage Scrub
- Desert Scrub
- Developed/Disturbed Land
- Grassland
- Riparian Scrub, Woodland, Forest
- Riversidean Alluvial Fan Sage Scrub

CALFIRE (FRAP) Vegetation
- Alkali Desert Scrub
- Annual Grassland
- Barren
- Chamise-Redshank Chaparral
- Coastal Scrub
- Cropland
- Desert Riparian
- Desert Scrub
- Desert Wash
- Mixed Chaparral
- Urban

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CALFIRE-FRAP, CVMSHCP, WRCRCA, Riverside County

Vegetation Communities and Land Cover Types

Figure 3.3-1

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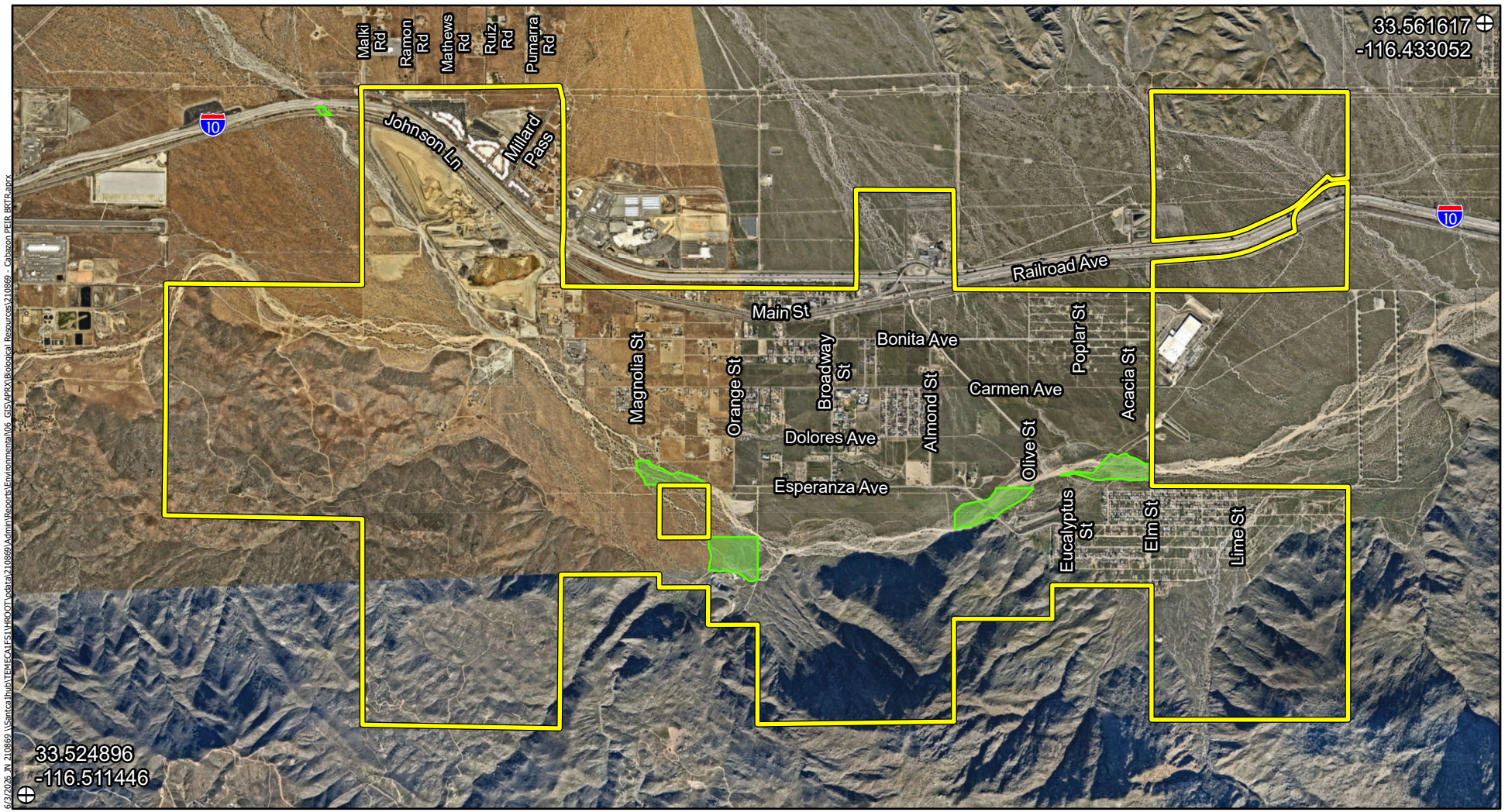

Legend

- Reference Point
- Cabazon Community Plan Boundary
- Coachella Valley Milk-Vetch (*Astragalus lentiginosus var. coachellae*)

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, USFWS, Riverside County, 2026 Nearmap Imagery

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

USFWS Critical Habitat

Figure 3.3-2

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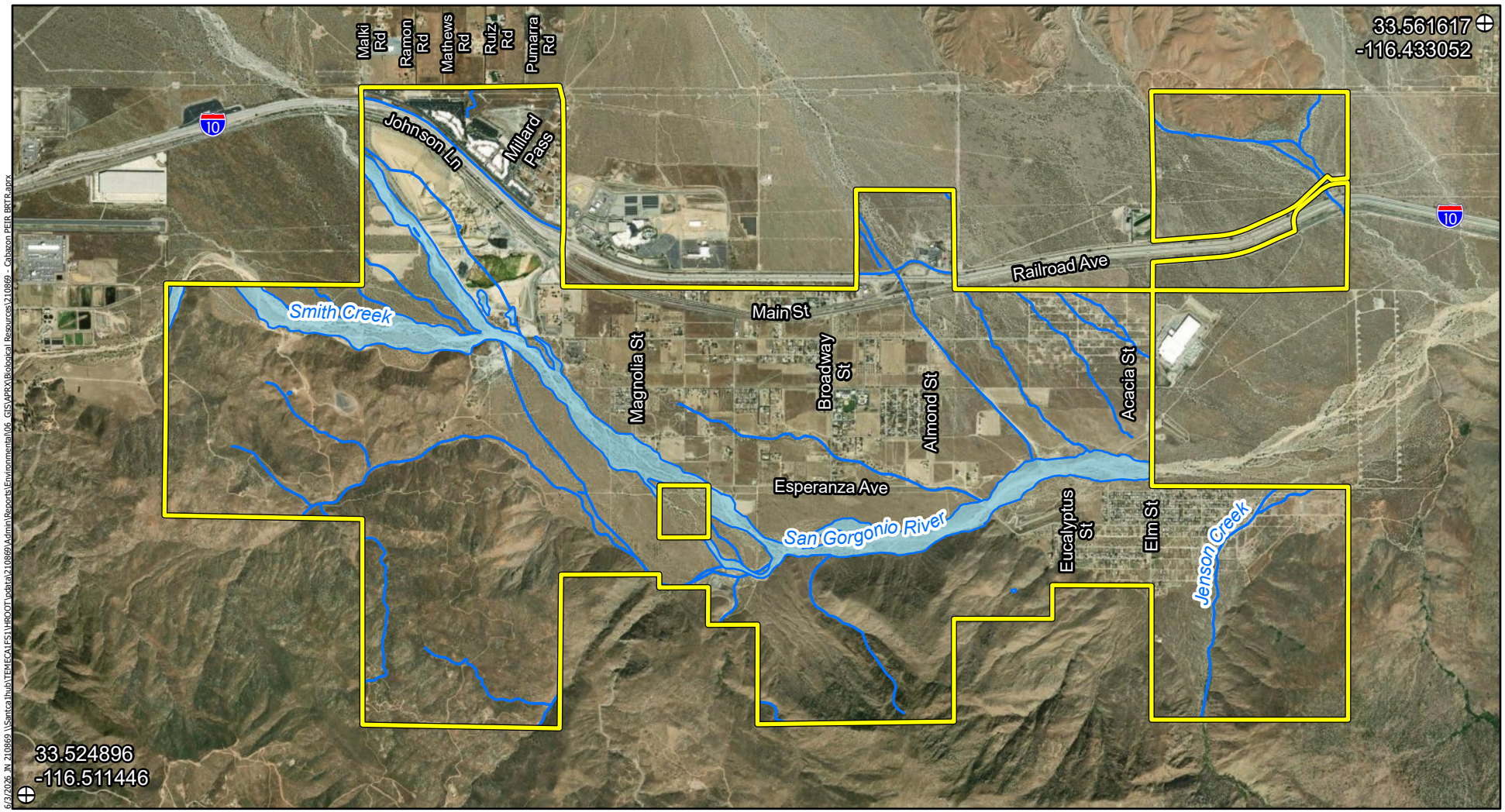

Legend

- Reference Point
- Aquatic Resources
- Cabazon Community Plan Boundary

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, Riverside County

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Aquatic Resources

Figure 3.3-3

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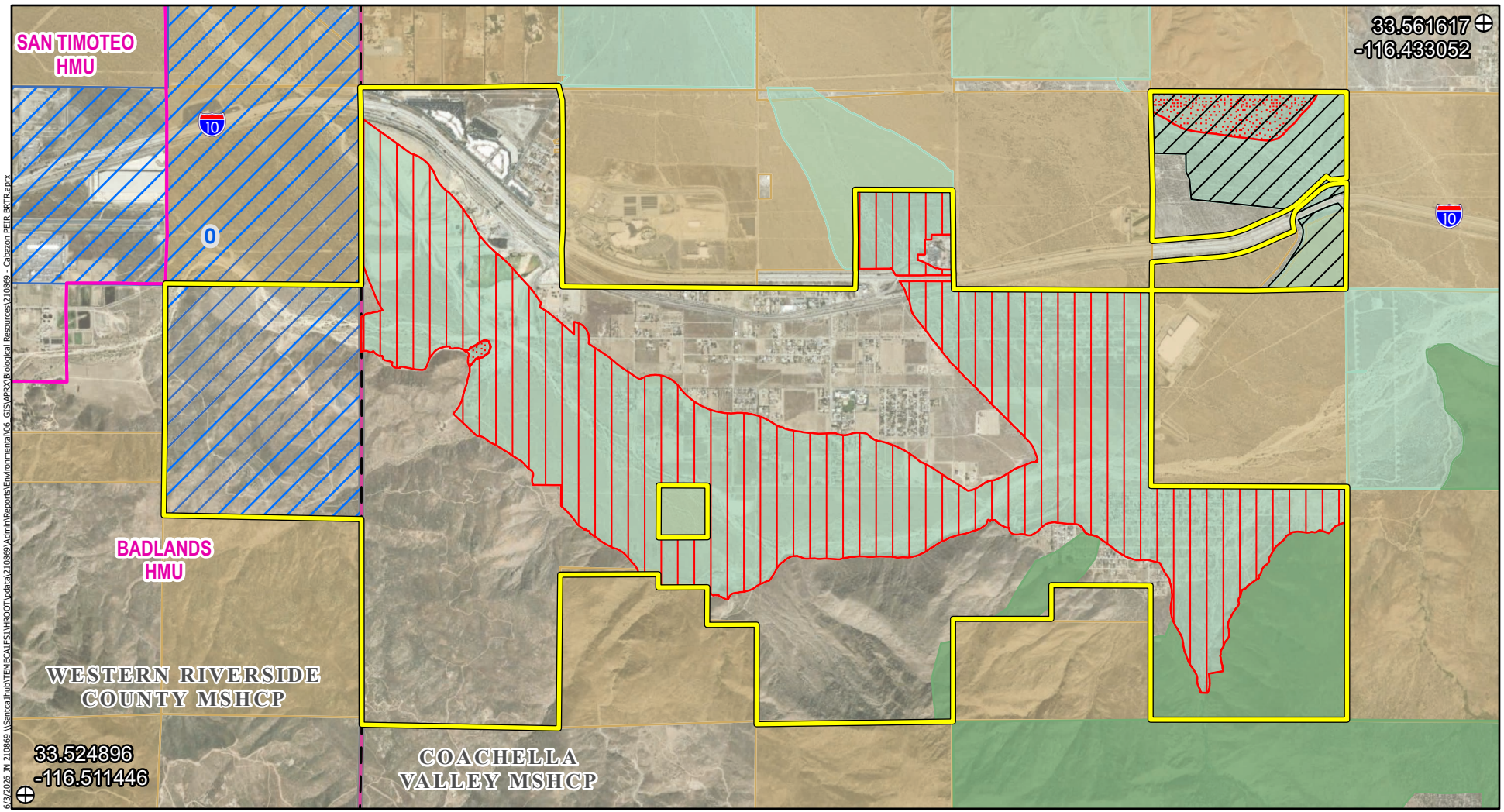

Legend

- Reference Point
- Cabazon Community Plan Boundary
- MSHCP Boundaries
- Tribal/Indian Reservations

CVMSHCP Essential Ecological Processes & Biological Corridors

- Linkages and Biological Corridors
- Sand Source
- Sand Transport

CVMSHCP Conservation Areas

- Cabazon Conservation Area
- Santa Rosa & San Jacinto Mountains Conservation Area

- WRMSHCP Habitat Management Units
- WRMSHCP Special Linkage Area

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CVMSHCP, WRCRCA, Riverside County

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

MSHCP Conservation Areas and Resources

Figure 3.3-4

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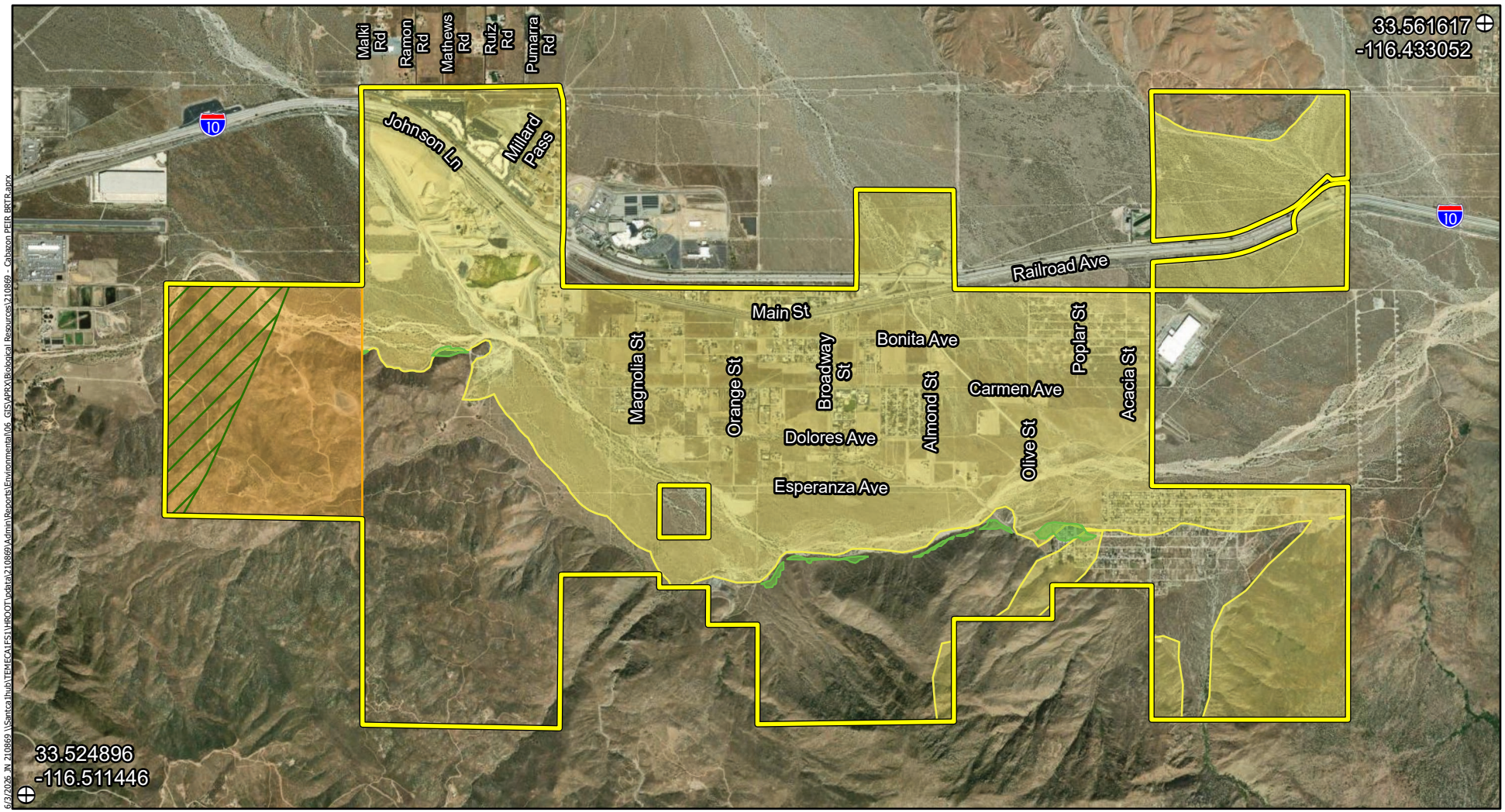

Legend

- Reference Point
- Cabazon Community Plan Boundary

CVMSHCP Habitat Models

Birds
- LeConte's thrasher & Gray vireo

Plants
- Coachella Valley milkvetch

WRMSHCP Survey Areas
- Narrow Endemic Plants
- Burrowing Owls

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CVAG 2026, WRCRCA, Riverside County

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Species Habitat Models and Survey Areas

Figure 3.3-5

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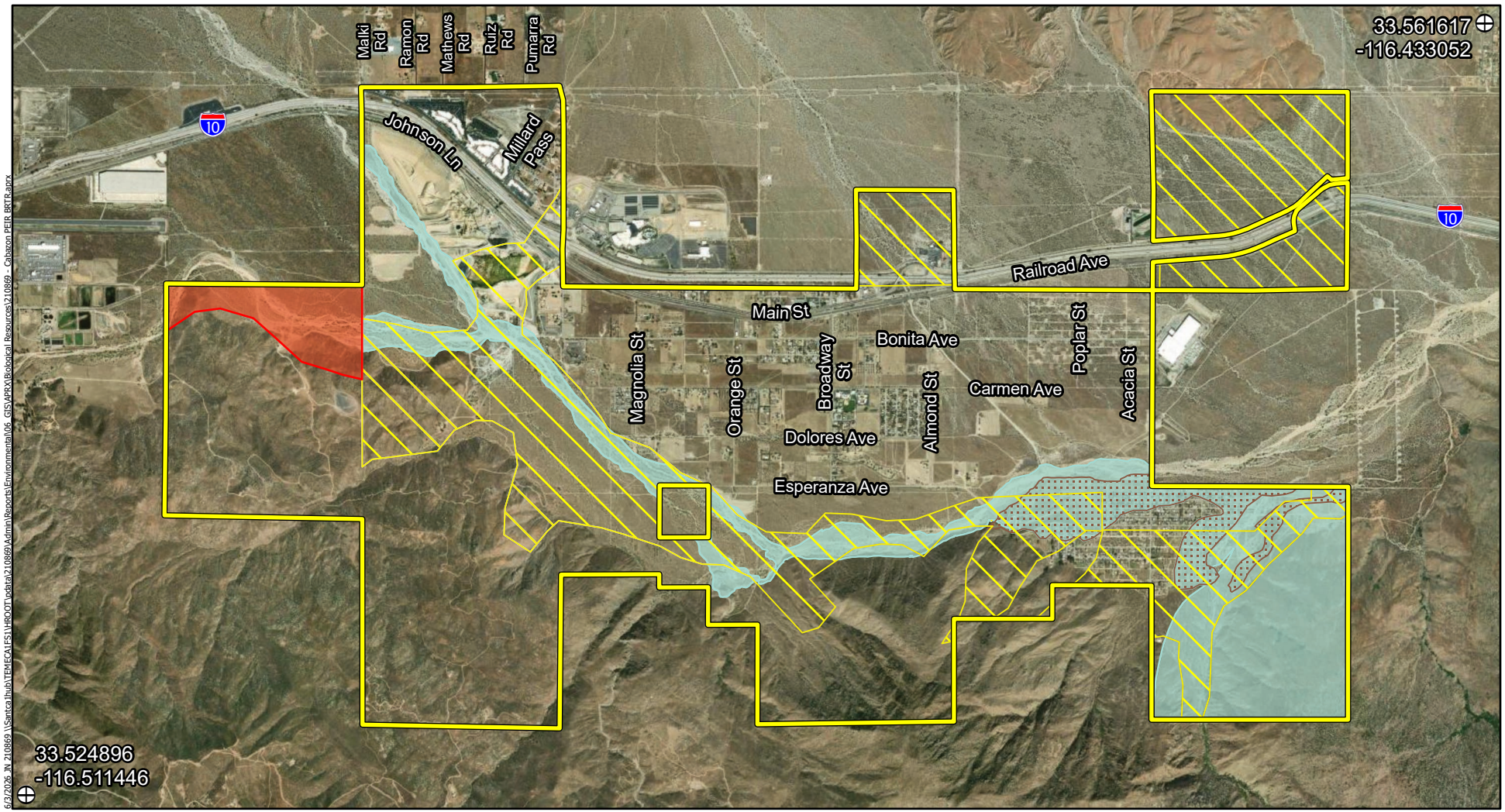

Legend

- Reference Point
- Cabazon Community Plan Boundary

CVMSHCP Habitat Models

Mammals

- Palm Springs pocket mouse, Peninsular bighorn sheep & Coachella Valley round-tailed ground squirrel

Invertebrates

- Coachella Valley Jerusalem cricket

Reptiles

- Desert tortoise

WRMSHCP Survey Areas

- Los Angeles Pocket Mouse

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CVAG 2026, WRCRCA, Riverside County

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Species Habitat Models and Survey Areas

Figure 3.3-6

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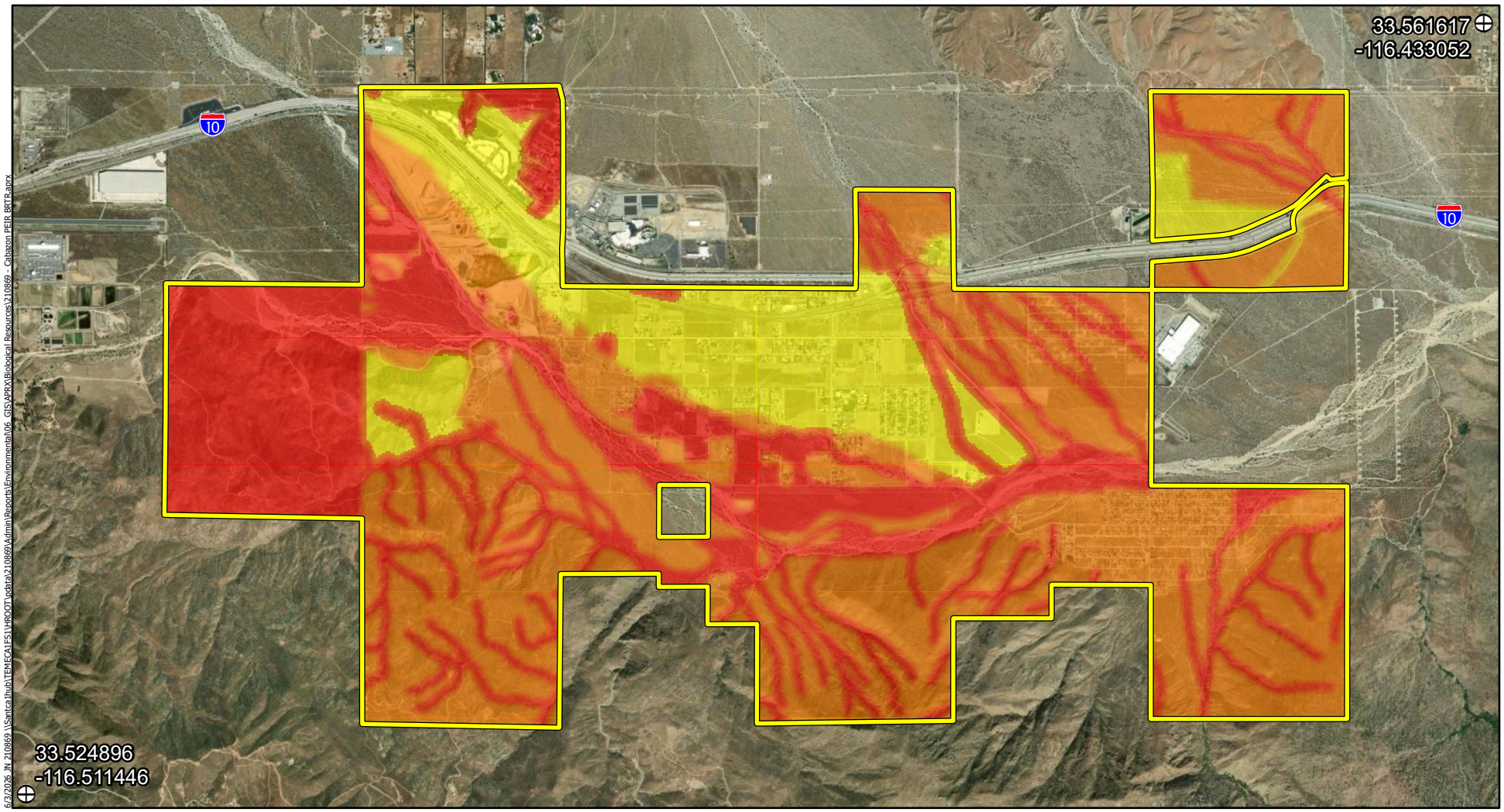

Legend

- Reference Point
- Cabazon Community Plan Boundary

Sensitivity Zones

- High
- Moderate
- Low

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CVAG 2026, CALFIRE-FRAP, CVMSHCP, WRCRCA, USGS, USFWS, Riverside County

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Biological Resources Sensitivity Zones

Figure 3.3-7

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3.3.4. Project Impacts and Mitigation

Candidate, Sensitive, or Special-Status Species

Impact 3.3-1	**The project would have a potentially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be significant and unavoidable.**

Special-Status Plants

The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated within or along existing roadways. Previously developed and disturbed areas occur within the low biological resources sensitivity zone, and special-status plant species are not expected to occur within that zone due to lack of suitable habitat. Accordingly, no impacts to special-status plant species or their habitat are anticipated for CIP projects occurring wholly within the low sensitivity zone; refer to Figure 3.3-7.

Construction activities associated with CIP and development projects accommodated by the Cabazon Community Plan wholly or partially in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to special-status plant species or their habitat. Plant species that only have a protection status of CRPR 3 or 4 (no other Federal or State status) are not considered “rare” from a Statewide perspective. Therefore, impacts to plant species ranked CRPR 3 and 4 would be less than significant since any populations identified on the project area would not represent a significant percentage of the population in terms of the ability for the species to persist.

The remaining 18 special-status plant species (those not ranked CRPR 3 or 4) are expected or have at least a moderate potential to occur in the project area and include chaparral sand-verbena, Munz's onion, Coachella Valley milk-vetch, Jaeger's milk-vetch, Plummer's mariposa-lily, Payson's jewelflower, Peninsular spineflower, Parry's spineflower, white-bracted spineflower, Mojave tarplant, slender bedstraw, California satintail, Southern California black walnut, desert beardtongue, narrow-leaf sandpaper-plant, Latimer's woodland-gilia, desert spike-moss, and San Bernardino aster. During CIP and individual development project construction activities, potential impacts to these 18 special-status plant species and/or their habitat may be direct or indirect. Direct impacts may occur as a result of vegetation crushing and clearing. Short-term indirect impacts may include adverse edge effects adjacent to preserves and potential increases to invasive species. Given the programmatic nature of the project, impacts to special-status plant species not ranked as only CRPR 3 or 4 in the moderate and/or high biological resources sensitivity zones could be potentially significant.

Future CIP projects and development within the project area would be subject to compliance with relevant Federal, State, and local biological resources requirements aimed at protecting sensitive plant species, including the WR-MSHCP and CV-MSHCP. Future development would be subject to compliance with General Plan Policies LU 9.4, LU 19.1, C 20.9, OS 9.3, and OS 18.1, which would protect special-status plant species. Specifically, LU 9.4 would encourage development

clustering and/or density transfers in order to preserve open space, natural resources, and biologically-sensitive resources. LU 19.1 would use any adopted Density Transfer Program to help implement the WR-MSHCP and CV-MSHCP. C 20.9 would incorporate specific requirements of the WR-MSHCP and CV-MSHCP into transportation plans and development proposals. OS 9.3 would conserve superior examples of native trees, natural vegetation, stands of established trees and other features for ecosystem, aesthetic and water conservation purposes. OS 18.1 would preserve multi-species habitat resources in the County through the enforcement of the applicable MSHCP and through implementing related Riverside County policies.

To further reduce impacts to special-status plant species, Mitigation Measures **BIO-1** through **BIO-4** would be required. Mitigation Measure **BIO-1** would require a site-specific biological resources analysis and MSHCP consistency analysis for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-2** would require focused special-status plant surveys and compensation prior to construction of CIP or development projects located within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-3** would require focused special-status species avoidance and construction monitoring for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-4** would require direct impacts to sensitive vegetation communities be mitigated via a combination of on-site and off-site measures.

However, even with implementation of applicable General Plan policies, CV-MSHCP and WR-MSCHP policies, and Mitigation Measures **BIO-1** through **BIO-4**, the potential exists for the project to significantly impact special-status plant species due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Special-Status Wildlife

Special-status wildlife species are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly, no impacts to special-status wildlife species or their habitat are anticipated for CIP or development projects occurring wholly within the low biological resources sensitivity zone.

Construction activities associated with CIP and development projects accommodated by the Cabazon Community Plan located wholly or partially in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to special-status wildlife species or their habitat. Wildlife species that do not have a Federal, State, or other protection status are not considered "rare" from a Statewide perspective. Impacts to these species would be less than significant since any populations identified on the project area would not represent a significant percentage of the population in terms of the ability for the species to persist. Therefore, impacts to wildlife species without a Federal, State, or other protection status would not be considered significant since any populations identified would not represent a significant percentage of the population in terms of the ability for the species to persist.

The remaining 28 special-status wildlife species (those with a Federal, State, or other protection status) are expected or have at least a moderate potential to occur in the project area: southern

California rufous-crowned sparrow, burrowing owl, ferruginous hawk, prairie falcon, loggerhead shrike, coastal California gnatcatcher, yellow warbler, Le Conte's thrasher, least Bell's vireo, Crotch's bumble bee, Coachella giant sand treader cricket, Coachella Valley Jerusalem cricket, pallid bat, pallid San Diego pocket mouse, Townsend's big-eared bat, San Diego desert woodrat, Peninsular bighorn sheep, Palm Springs pocket mouse, Los Angeles pocket mouse, Palm Springs round-tailed ground squirrel, Southern California legless lizard, California glossy snake, coastal whiptail, southern rubber boa, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Coachella Valley fringe-toed lizard. Potential impacts to these 28 special-status wildlife species and/or their habitat could be direct or indirect. Direct impacts may occur as a result of vegetation crushing and clearing. Short-term indirect impacts may include noise generated by equipment, increased human presence, and adverse edge effects adjacent to open space areas. However, such indirect impacts are not anticipated to deter wildlife within and near work areas.

Future CIP projects and development within the project area would be subject to compliance with relevant Federal, State, and local biological resources requirements aimed at protecting sensitive wildlife species, including the WR-MSHCP and CV-MSHCP. Future development would be subject to compliance with General Plan Policies LU 9.4, LU 19.1, C 20.9, and OS 18.1, which would protect special-status wildlife species. To further reduce impacts to special-status wildlife species, Mitigation Measures **BIO-1**, **BIO-3**, and **BIO-5** through **BIO-7** would be required. Mitigation Measure **BIO-1** would require a site-specific biological resources analysis and MSHCP consistency analysis for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-3** would require focused special-status species avoidance and construction monitoring for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-5** would require focused special-status wildlife surveys for any project within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7. Mitigation Measure **BIO-6** requires preconstruction nesting bird surveys if future construction activities occur during the avian breeding season. Mitigation Measure **BIO-7** would require preconstruction wildlife surveys prior to construction of CIP and development projects within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7.

However, even with implementation of applicable General Plan policies, CV-MSHCP and WR-MSCHP policies, and Mitigation Measures **BIO-1**, **BIO-3**, and **BIO-5** through **BIO-7**, the potential exists for future development and CIP projects to significantly impact special-status wildlife species due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures:

BIO-1 **Special-Status Species Habitat Assessments and MSCHP Consistency Analyses.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, the County shall retain a qualified biologist to conduct a site-specific biological resources assessment and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis. The assessment shall: (1) delineate vegetation communities and land covers including

riparian habitat or other sensitive natural communities; (2) identify the extent or absence of habitat that may support special-status plants or wildlife; (3) evaluate the potential for direct and indirect impacts from proposed activities; (4) outline avoidance and minimization measures to avoid direct and indirect impacts; and (5) specify any additional compensatory mitigation measures to reduce direct and indirect impacts below a level of significance.

BIO-2 **Focused Special-Status Plant Surveys and Compensation.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a focused botanical survey for special-status plants during the appropriate bloom period for each species following the California Department of Fish and Wildlife's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations*. Focal species shall include chaparral sand-verbena, Munz's onion, Coachella Valley milk-vetch, Jaeger's milk-vetch, Plummer's mariposa-lily, Payson's jewelflower, Peninsular spineflower, Parry's spineflower, white-bracted spineflower, Mojave tarplant, slender bedstraw, California satintail, Southern California black walnut, desert beardtongue, narrow-leaf sandpaper-plant, Latimer's woodland-gilia, desert spike-moss, and San Bernardino aster. If special-status species are not detected, no further surveys or mitigation would be necessary. If any individuals or populations are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status plants shall be developed and include the following elements and criteria:

- A description of any areas of habitat occupied by special-status plants to be preserved and/or removed by the project;
- Identification and evaluation of the suitability of on-site or off-site areas for preservation, restoration, enhancement or translocation;
- Analysis of species-specific requirements and considerations and specific criteria for success relative to the project's impact on this species and restoration, enhancement or translocation;
- A description of proposed methods of preservation, restoration, enhancement, and/or translocation;
- A description of specific performance standards, including a required replacement ratio and minimum success standard of 1:1 for impacted individuals or populations;
- A monitoring and reporting program to ensure mitigation success; and
- A description of adaptive management and associated remedial measures to be implemented in the event that performance standards are not achieved.

BIO-3 **Focused Special-Status Species Avoidance and Construction Monitoring.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, high-visibility exclusion fencing shall be installed

around all adjacent special-status species habitat identified during the preconstruction surveys. Exclusion fencing shall be located so as to preclude encroachment within the root-zone of any special-status plants by construction crews or vehicles. Exclusion fencing shall be retained during project construction. A biological monitor shall accompany the work crew during installation of fencing to prevent harm to species that may be active present and moving along the fence route.

A qualified biologist shall monitor vegetation removal and ground-disturbing activities during all work hours for off-pavement work or once a week for all other construction activities. The monitor shall check the exclusion fencing and buffers for active nesting birds once a week, and shall verify when juveniles have fledged if found present prior to the start of construction. The biologist shall have stop-work authority in the event that a special-status species is found within the active construction footprint. During construction, the biological monitor shall keep a daily observation log and a photo log to describe monitoring activities, remedial actions, non-compliance, and other issues and actions taken.

BIO-4 **Sensitive Vegetation Communities Compensation.** Direct impacts to sensitive vegetation communities shall be mitigated via a combination of on-site and off-site measures. On-site measures shall include rehabilitation for areas temporarily impacted at a 1:1 mitigation ratio, and enhancement for areas permanently impacted at a 2:1 mitigation ratio. Areas temporarily impacted shall be returned to conditions similar to those that existed prior to grading and/or ground-disturbing activities. Areas permanently impacted shall be mitigated through on-site enhancement activities including removal of non-native and invasive species for a minimum of three years. If additional area is needed to compensate for permanent impacts at a 2:1 ratio, then an off-site location will be identified and evaluated. A Habitat Mitigation and Monitoring Plan shall be prepared and implemented to compensate for the loss of all sensitive vegetation communities.

The Habitat Mitigation and Monitoring Plan shall detail the habitat restoration activities and shall specify the criteria and standards by which the revegetation and restoration actions will compensate for impacts of the Proposed Project on sensitive vegetation communities and shall at a minimum include discussion of the following:

- The rehabilitation and enhancement objectives, type, and amount of revegetation to be implemented taking into account enhanced areas where non-native invasive vegetation is removed and replanting specifications that take into natural regeneration of native species when applicable.
- The specific methods to be employed for revegetation.
- Success criteria and monitoring requirements to ensure vegetation community restoration success.
- Remedial measures to be implemented in the event that performance standards are not achieved.

BIO-5 **Focused Special-Status Wildlife Surveys.** If construction associated with CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a focused survey for special-status wildlife during the appropriate seasonal survey window for each species. Focal species shall include the following species: southern California rufous-crowned sparrow, burrowing owl, ferruginous hawk, prairie falcon, loggerhead shrike, coastal California gnatcatcher, yellow warbler, Le Conte's thrasher, least Bell's vireo, Crotch's bumble bee, Coachella giant sand treader cricket, Coachella Valley Jerusalem cricket, pallid bat, pallid San Diego pocket mouse, Townsend's big-eared bat, San Diego desert woodrat, Peninsular bighorn sheep, Palm Springs pocket mouse, Los Angeles pocket mouse, Palm Springs round-tailed ground squirrel, Southern California legless lizard, California glossy snake, coastal whiptail, southern rubber boa, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Coachella Valley fringe-toed lizard.

If special-status species are not detected, no further surveys or mitigation is necessary. If any individuals are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status wildlife shall be developed and include the elements and criteria included in Mitigation Measure **BIO-2**.

BIO-6 **Preconstruction Nesting Bird Surveys.** If construction activities occur during the avian breeding season (February 1 through August 31), a focused bird nest survey shall be conducted by a qualified biologist within 72 hours of commencement of construction. The pre-construction survey shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. If active nests are discovered during the nest survey, those nests shall be avoided until the young have fledged. Appropriate nest setback distances shall be implemented during construction based on applicability of noise attenuation measures, the topography between the nest and the proposed disturbance activity, and the surrounding vegetation. These setbacks shall be a minimum of 300 feet for passerine species and 500 feet for raptor species.

BIO-7 **Preconstruction Wildlife Surveys.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct pre-construction surveys to determine if special-status wildlife species are present no more than two weeks prior to the beginning of construction.

If special-status wildlife species are observed within the construction area prior to or during construction activities, the biologist shall relocate such individuals out of the area affected by construction activities to nearby habitat that has equivalent value to support the species. The biologist shall identify suitable habitats as potential release sites prior to start of construction activities. If the special-status species is a Federally- or State-listed as threatened or endangered, the biologist

shall notify the US Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as appropriate, prior to capture and relocation to obtain approval.

Level of Significance: Less than significant impact with mitigation incorporated.

Riparian Habitat

Impact 3.3-2	**The project would have a substantial adverse effect on any 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 US Fish and Wildlife Service. Impacts would be significant and unavoidable.**

Sensitive natural communities within the project boundaries include desert riparian, riparian scrub, riparian woodland, forest which is mapped in the San Jacinto Mountains to the south, southern willow scrub, alkali desert scrub, coastal sage scrub, desert wash mapped along the San Gorgonio River, semi-desert chaparral, Sonoran creosote bush scrub, and Riversidean alluvial fan sage scrub mapped along the western portion of the project area around Smith Creek; refer to Figure 3.3-1. These communities are considered sensitive due to their limited occurrence and ability to support other diverse and sensitive species. Therefore, disturbance or removal of these vegetation communities if associated with future development on a site containing these resources could result in a significant impact.

The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated with existing roadways or on County property. Additionally, sensitive natural communities are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly, no impacts to riparian habitat or other sensitive natural communities are anticipated for CIP or development projects accommodated by the Cabazon Community Plan occurring wholly within the low biological resources sensitivity zone.

Future CIP and Cabazon Community Plan development activities wholly or partially located in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to sensitive natural communities. Direct impacts to sensitive natural communities may occur as a result of vegetation crushing and clearing. Indirect impacts may include adverse edge effects adjacent to open space areas and potential increases to invasive species. Given the programmatic nature of the project, impacts to riparian habitat and/or other sensitive natural communities in the moderate and/or high biological resources sensitivity zones could be potentially significant.

Future CIP projects and Cabazon Community Plan development affecting riparian habitat or sensitive vegetation communities would be required to comply with applicable Federal, State, and local regulations. Projects with potential impacts to CDFW-jurisdictional riparian habitat or wetlands would require a jurisdictional assessment and any necessary permits under Fish and Game Code Section 1600 et seq. and Clean Water Act Sections 401 and 404. Future CIP projects and Cabazon Community Plan development would also be required to demonstrate consistency with the WR-MSHCP and CV-MSHCP as applicable. General Plan Policies LU 9.4, OS 6.1, OS

6.2, and OS 9.3 further protect wetlands, riparian habitat, and sensitive vegetation communities by encouraging clustering, requiring Clean Water Act compliance, preserving wetland buffers, and conserving native vegetation and other ecological features.

To further reduce impacts to sensitive natural communities, Mitigation Measures **BIO-1** through **BIO-4** would be required. Mitigation Measure **BIO-1** would require a site-specific biological resources analysis and MSHCP consistency analysis for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-2** would require focused special-status plant surveys and compensation prior to construction of CIP or development projects located within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-3** would require focused special-status species avoidance and construction monitoring for any project within a moderate or high biological resource sensitivity zone mapped by Figure 3.3-7. Mitigation Measure **BIO-4** would require direct impacts to sensitive vegetation communities be mitigated via a combination of on-site and off-site measures.

However, even with implementation of the existing regulatory permitting process, applicable General Plan policies, CV-MSHCP and WR-MSCHP policies, and Mitigation Measures **BIO-1** through **BIO-4**, the potential exists for future development and CIP projects to significantly impact riparian habitat and sensitive natural communities due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures **BIO-1** through **BIO-4**.

Level of Significance: Significant and unavoidable impact.

Wetlands

Impact 3.3-3	**The project would have a potentially substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be significant and unavoidable.**

The primary aquatic resources in the project area is the San Gorgonio River which traverses the project area, see Figure 3.3-4. Wetland and aquatic features in this portion of the San Gorgonio Pass are limited in extent and are generally small, discontinuous, and seasonally supported. The moderate biological resources sensitivity zone provides additional buffers around aquatic resources and wetlands in the project area. Potential direct impacts to State or Federally-protected wetlands may occur as a result of future CIP or development footprints and associated trenching and other grading activities. Indirect impacts may include adverse edge effects adjacent to riparian areas and potential increases to invasive species. Given the programmatic nature of the project, impacts to State or Federally-protected wetlands in the moderate and/or high biological resources sensitivity zones could be potentially significant**.** State and Federally protected wetlands are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly, no

impacts to State or Federally protected wetlands are anticipated for CIP or development projects occurring wholly within the low biological resources sensitivity zone.

Future CIP and development projects accommodated by the Cabazon Community Plan would be required to adhere to all Federal, State, and local requirements for avoiding and minimizing construction and operations impacts to wetlands and other waters of the U.S. and State. Any future development with potential impacts to Federally protected wetlands would require Clean Water Act Section 404 Permit from the Corps prior to demolition, grading, or building permit approval. The Section 404 regulatory process would require that all future development with potential to affect Federally protected wetlands prepare a jurisdictional assessment to determine if the project site supports Federally protected wetlands. If the jurisdictional delineation determines Federally protected wetlands are present, the project applicant would be required to initiate the U.S. Army Corps of Engineers Section 404 process. Any adverse effects to Federally protected wetlands would be fully mitigated through compliance with the Section 404 regulatory process, as the Corps ensures no net loss of riparian habitat and preservation of biological function and value of any onsite jurisdictional features.

Additionally, General Plan Policies LU 9.4, OS 6.1, OS 6.2, and OS 9.3 would protect Federally protected wetlands. LU 9.4 would allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. OS 6.1 would ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. OS 6.2 would preserve buffer zones around wetlands where feasible and biologically appropriate. OS 9.3 would maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

In addition to Mitigation Measures **BIO-3** and **BIO-7**, Mitigation Measure **BIO-8** would require aquatic resources delineation, avoidance measures, and compensation for CIP or development projects located wholly or partially within moderate or high biological resource sensitivity zones shown on Figure 3.3-7. Nonetheless, even with implementation of the existing regulatory permitting process, applicable General Plan policies, and Mitigation Measures Mitigation Measures **BIO-3**, **BIO-7**, and **BIO-8**, the potential exists for future development and CIP projects to significantly impact wetlands due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures:

Refer to Mitigation Measures **BIO-3** and **BIO-7**, as well as:

BIO-8 **Aquatic Resources Delineation, Avoidance, and Compensation.** Prior to construction of CIP or Cabazon Community Plan development projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.3-7, a qualified biologist shall conduct a formal aquatic resources jurisdictional delineation to determine the extent of jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality

Control Board, and/or California Department of Fish and Wildlife within the impact area.

CIP and Cabazon Community Plan development projects shall be designed to avoid jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife through design changes or implementation of alternative construction methodologies. Staking, flagging, and/or fencing shall be established to demarcate no-work areas, which shall include Jurisdictional aquatic resources plus the required buffer established by the applicable regulatory agencies (typically, a minimum 100-foot buffer), to be avoided.

For CIP and Cabazon Community Plan development projects that will directly or indirectly impact jurisdictional aquatic resources, the County or Applicant shall obtain the required Federal and/or State permits from the US Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife, pursuant to Sections 404 and 401 of the Clean Water Act and Section 1600 et seq. of the California Fish and Game Code, respectively. Permits are required to be obtained by the County or Applicant before the impact to the resources. Permits may include additional conditions of approval, such as compensatory mitigation.

Level of Significance: Significant and unavoidable impact.

Movement of Species, Established Native Resident, or Migratory Wildlife Corridors

Impact 3.3-4	**The project would have the potential to interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be significant and unavoidable.**

Wildlife corridors and habitat linkages that may occur within or adjacent to the project area are depicted in Figure 3.4-4. The project area is located within the San Gorgonio Pass, which is identified in both the CV-MSHCP and WR-MSHCP as an important regional movement and transition zone between the desert ecosystems of the Coachella Valley to the east and inland valleys and mountain systems to the west. Wildlife movement in and around Cabazon is primarily supported by a network of ephemeral washes, alluvial features, and undeveloped open space lands, rather than discrete, formally designated corridors. The CV-MSHCP identifies washes and associated alluvial landforms as key linkage elements that provide both habitat value and functional movement pathways across developed and disturbed landscapes. Local features such as the San Gorgonio River, Smith Creek, and their tributary washes contribute to landscape permeability by supporting vegetation structure, microhabitat diversity, and relatively unobstructed movement between higher-elevation habitats and the Coachella Valley floor. Although surface flows are intermittent, these features function as important regional ecological connectors.

Major transportation and infrastructure corridors, including Interstate 10, the Union Pacific rail line, and arterial roadways, create existing constraints on wildlife movement within the Cabazon area and are identified in the CV-MSHCP as fragmentation and mortality risk factors. As a result, remaining undeveloped lands and wash crossings are increasingly important for maintaining connectivity where movement opportunities are limited. Without careful planning, incremental development in the Cabazon area could further constrain or redirect these movement pathways.

Consistent with these findings, the WR-MSHCP characterizes wildlife movement within and adjacent to the project area as primarily occurring along valley floor landscapes and wash systems that provide east-west and north-south connectivity. Due to the presence of existing development and major infrastructure, these linkages are generally considered constrained, with limited opportunities for alternative movement routes.

At the program level, the identification of Pass Area Plan linkages provides a planning framework to inform future project specific biological evaluations conducted under the proposed project (Mitigation Measure **BIO-1**). Subsequent implementing projects may be required to assess consistency with MSHCP linkage objectives and evaluate whether proposed development could interfere with the movement functions of identified linkages or constrained linkages. These evaluations would be conducted through project-specific habitat assessments, MSHCP consistency determinations, and, where applicable, additional MSHCP review processes (Mitigation Measure **BIO-1**).

Nesting birds within all biological resources sensitivity zones are protected pursuant to the Federal MBTA of 1918 and the California FGC. If an active bird nest is destroyed, or if construction activities result in indirect impacts to nesting birds (e.g., nest abandonment or loss of reproductive effort), such impacts would constitute “take” and may be subject to penalties as described in Mitigation Measure BIO-6.

In addition, potential impacts to nesting birds and potential wildlife corridors would be reduced through compliance with General Plan Policies LU 9.2, 9.3, 9.4, LU 20.9, LU 26.3, and OS 18.1.

Given the programmatic nature of the proposed project, future implementing projects could result in temporary disturbances to wildlife movement and nesting during construction. Even with mandatory compliance with applicable regulations, adherence to MSHCP requirements, and implementation of mitigation measures, including **BIO-1** and **BIO-6**, the potential exists for future development and CIP projects to significantly impact wildlife movement and nursery sites. Therefore, impacts to wildlife movement, corridors, and native wildlife nursery sites would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures **BIO-1** and **BIO-6**.

Level of Significance: Significant and unavoidable impacts.

Local Policies or Ordinances Protecting Biological Resources

Impact 3.3-5	**The project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be significant and unavoidable.**

Implementation of the proposed project would not conflict with applicable Riverside County ordinances and guidelines protecting biological resources. Ordinance No. 663 (Stephen's Kangaroo Rat Mitigation Fee) establishes a funding mechanism for the preparation and implementation of the Stephen's Kangaroo Rat Habitat Conservation Plan, including acquisition and management of habitat preserves. Future development and CIP projects that result in impacts to SKR habitat would be required to comply with this ordinance through payment of applicable mitigation fees, thereby contributing to regional conservation efforts.

Similarly, Ordinance No. 875 (Coachella Valley Multiple Species Habitat Conservation Plan Mitigation Fee) and Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee) require payment of mitigation fees for residential, commercial, and industrial development to support implementation of the CV-MSHCP and WR-MSHCP, including preservation, management, and monitoring of biological resources. Compliance with these ordinances ensures that project-related impacts are addressed through participation in established regional conservation programs.

In addition, the Riverside County Oak Tree Management Guidelines provide recommendations for the protection and management of oak woodlands, including preparation of oak inventories, quantification of project-related impacts, and identification of appropriate mitigation measures, particularly in areas where clustering is feasible. Where applicable, future development projects would be required to consider and implement these guidelines during project design and environmental review to minimize impacts to oak tree resources.

Future implementing projects under the proposed project would be required to comply with these ordinances and applicable guidelines as part of discretionary approvals. In combination with implementation of Mitigation Measures **BIO-1** through **BIO-8**, which address avoidance, minimization, and compensation for impacts to biological resources, compliance with County regulations would ensure that project-related impacts are properly addressed. However, even with mandatory compliance with applicable ordinances and implementation of Mitigation Measures **BIO-1** through **BIO-8**, the potential exists for the project to conflict with local policies or ordinances protecting biological resources due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the programmatic nature of the project, impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures **BIO-1** through **BIO-8**.

Level of Significance: Significant and unavoidable impact.

Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

Impact 3.3-6	**The project would conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Impacts would be significant and unavoidable.**

The CV-MSHCP and WR-MSHCP are comprehensive, long-term habitat conservation plans designed to protect multiple species and their habitats through the establishment and management of a regional preserve system in Riverside County. The County of Riverside is a permittee and signatory to these plans and is therefore obligated to ensure that discretionary projects are implemented in a manner consistent with applicable MSHCP requirements, including avoidance, minimization, and mitigation of impacts to covered species, sensitive habitats, and wildlife movement features.

Future CIP and development projects accommodated by the Cabazon Community Plan would be subject to applicable MSHCP consistency requirements, including compliance with survey protocols, habitat evaluation criteria, and conservation objectives identified in the CV-MSHCP and WR-MSHCP. As part of project-level implementation, compliance would be achieved through site-specific biological resources assessments, MSHCP consistency determinations, and implementation of mitigation measures, including but not limited to **BIO-1** through **BIO-8**, which address avoidance, minimization, and compensation for impacts to sensitive biological resources.

Implementation of these measures, in conjunction with adherence to established MSHCP standards and regulatory requirements, would ensure that future projects do not conflict with the habitat conservation goals, preserve system, or species protection provisions of the CV-MSHCP or WR-MSHCP. However, even with mandatory compliance with the MSHCP, and implementation of Mitigation Measures **BIO-1** through **BIO-8**, the potential exists for the project to conflict with the CV-MSHCP or WR-MSHCP due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures **BIO-1** through **BIO-8**.

Level of Significance: Significant and unavoidable impact.

Cumulative Impacts

Impact 3.3-7	**The project would have the potential to result in a significant cumulative impact related to biological resources. Impacts would be cumulatively considerable.**

The anticipated impacts associated with the proposed project in conjunction with cumulative development in the County may result in incremental habitat loss, fragmentation, or disturbance to special-status plant and wildlife species, sensitive natural communities, wetlands, and wildlife corridors. Each cumulative project would require separate discretionary permit approval, CV-

MSHCP and WR-MSHCP consistency review, and evaluation under CEQA, which would address potential biological resource impacts.

In general, impacts to biological resources are typically limited to an individual future development site and possibly the immediate surroundings and would not be substantially compounded by the construction or operation impacts of other, more distant projects. An important exception to this is when a future development project eliminates a significant portion of a regional wildlife corridor or eliminates one of the few remaining pockets of habitat supporting a sensitive species in the same region. As described above, designated areas of sensitive or protected habitat within the project area include those identified as high or moderate sensitivity on Figure 3.3-7. Overall, project impacts to biological resources would be significant and unavoidable, despite compliance with applicable State and Federal regulations, adherence to MSHCP requirements, existing County General Plan Policies and Ordinances, and implementation of Mitigation Measures **BIO-1** through **BIO-8**. The project's impact to biological resources would be cumulatively considerable in this regard.

Like the proposed project, cumulative development with the potential to impact biological resources would be subject to applicable regulatory requirements and project-specific mitigation measures. Even with these controls in place, the combined effects of the proposed project and other cumulative projects could result in significant cumulative impacts to biological resources.

Mitigation Measures: Refer to Mitigation Measures **BIO-1** through **BIO-8**.

Level of Significance: Cumulatively considerable impact.

3.4. Cultural and Tribal Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code (PRC) Section 21084.1 and CEQA Guidelines Section 15064.5; and "unique archaeological resources," which are defined in PRC Section 21083.2.

By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B).

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to historical, archaeological, and tribal cultural resources.

This section is based on technical data and analysis from the following:

- *Programmatic Cultural Resources Assessment for the Cabazon Infrastructure Plan (CIP) and Cabazon Community Plan (CCP) Project,* Michael Baker International (June 2026); refer to Appendix D).
- County of Riverside General Plan (2015)
- County of Riverside Draft Environmental Impact Report No. 521 (Draft EIR No. 521)
- The Pass Area Plan (PAP) (Revised September 28, 2021)

Due to the sensitive and confidential nature of cultural resources, Appendices A through C of the *Programmatic Cultural Resources Assessment* are confidential and bound separately from Appendix D.

3.4.1. Environmental Setting

Precontact and Archaeological Context

Early Archaic Period (ca. 9500-7000 before present [BP])

During the Early Archaic period, archaeological evidence indicates limited use of the desert interior by small, highly mobile groups occupying broad home ranges with brief episodes of seasonal residence. The scarcity of sites from this period suggests generally light use of inland Southern California under arid conditions. A small number of sites near reliable, drought-resistant water sources show evidence of more sustained and repeated occupation, indicating predictable use within a seasonal settlement pattern (Grenda 1997; Horne and McDougall 2008).

Middle Archaic Period (ca. 7000-4000 BP)

The Middle Archaic period is characterized by increased human activity in cismontane Southern California by 6000 BP. At this time, local environmental conditions improved, and conditions in the interior deserts reached the maximum aridity of the postglacial period. The number of sites dating to the Middle Archaic documented at the Eastside Reservoir site (ESRP), approximately 20 miles southwest of the Cabazon area, certainly increased during this period, and it is plausible that the apparent increase in human use and occupation of the ESRP study area during the Middle Archaic is related to both the amelioration of the local environment and the deterioration of the desert interior (Goldberg et al. 2001). The Middle Archaic components identified include several intensively used residential bases and/or temporary camps containing abundant cultural debris, including temporally diagnostic artifacts (e.g., Pinto and Silver Lake projectile points, crescents); at least nine complex lithic scatters which appear to have functioned as resource extraction and processing sites; and one human burial covered with large rocks and groundstone artifacts. In addition, evidence of ephemeral Middle Archaic use is present at several sites in the form of isolated radiocarbon-dated features and/or sparse scatters of obsidian debitage dated by obsidian hydration methods. The more intensively used residential locations occur along alluvial fan margins, while less intensively used areas tend to be situated on arroyo bottoms or upland benches (Goldberg et al. 2001).

Sutton (2009) argues that around 5000 BP, newly displaced Takic populations, also known as the proto-Gab/Cupan groups, migrated south into coastal Southern California. No evidence exists from this time that other groups such as the Serran Kitanemuk or Tataviam also migrated during this time, or played any role in this move. The possibility is suggested by Sutton that the proto-Gab/Cupan groups were originally located in the San Joaquin Valley and shifted south into the Los Angeles Basin without linguistic exchange with the Tataviam or the Kitanemuk groups. Sutton (1996) further believes that the western Mojave Desert remained sparsely occupied during this period of time.

The existing Millingstone populations (also known as the Hokan or proto-Yuman linguistic groups) were replaced by the proto-Gab/Cupan groups that entered coastal Southern California. The Takic biological signatures persisted throughout this time, and thus Sutton posits that the Hokan groups might have been forcibly displaced to the south or east, or were eliminated altogether. The Takic arrival within the interior of Southern California impacted Millingstone/Hokan groups in that the latter groups were then proveted from accessing the coast, and may also have been forced to accommodate refugees from the coast (Sutton 2009).

Late Archaic Period (ca. 4000-1500 BP)

The proto-Gab/Cupan groups, upon arriving along the coast of Southern California, adopted a pattern of subsistence largely centered on fishing and terrestrial resources, which Warren (1968) argues may have been borrowed from the neighboring Chumash groups. By approximately 3,200 BP, a few hundred years had passed since the arrival of the proto-Gab/Cupan groups, and they spread further west onto the southern Channel Islands, replacing the biologically Chumash-similar groups there; however, there is no evidence of any hostile interactions affecting Takic/Chumash interactions as a result. According to Klar (1977, 2008), Takic linguistic groups had been in contact with Chumashan groups for a significant period of time in the Channel Islands. There were also large numbers of trade items coming from the coast of California, primarily beads and steatite, which have been documented in the western Mojave Desert archaeological record. This suggested to Sutton (1980, 1988, 1996) that Takic groups in the region had formed consistent trade relationships with the Chumash by 3,000 BP, though this date has been adjusted to more likely be closer to 2,500 BP (Sutton 2009).

The Late Archaic period is characterized by a period of increased moisture in the region (Little Pluvial), which continued to increase in the desert interior by approximately 3600 BP and lasted throughout most of the Late Archaic, allowing for more extensive occupation of the region. By approximately 2100 BP, drying and warming increased, resulting in resource intensification. Late Archaic site types documented north of the ESRP site (studied by Goldberg in 2001) include sites showing evidence of intensive use; they tend to be on range-front benches adjacent to permanent water sources such as perennial springs or larger streams, and less intensively used locales occur either on upland benches or on the margins of active alluvial fans. Evidence from these sources suggests increased sedentism during the Late Archaic, with a change to a semi-sedentary land use and collection strategy.

The artifact assemblage of this period included the Elko, concave base (Humboldt), and small stemmed (Gypsum) arrow points, leaf-shaped points, rectangular-based knives, flake scrapers, T shaped drills and, occasionally, large scraper planes, choppers, and hammerstones, manos, and milling stones. This period was also characterized by the use of mortar and pestle for processing acorns and hard seeds with the increasing importance of plant foods; in addition, contact with neighboring groups provided the desert occupants with storable foods in exchange for valuable lithic materials such as obsidian, chalcedonies, and cherts (Warren 1984; Goldberg 2001).

Late Prehistoric Period (ca. 1550–410 BP)

The transition from the Late Archaic Period to the Late Prehistoric Period has generally been estimated to have taken place sometime around 1550 BP, according to a range of sources. The aforementioned proto-Gab/Cupan had differentiated enough to become the new proto-Gabrielino group, with new characteristics appearing. For example, cremation as a practice began to become commonplace. Large mourning features that incorporated cremated human remains appeared at select sites in the region, and similar features are known in Chumash territory as well (e.g., Greenwood et al. 1986; Raab 1994; Martz et al. 1995), but they date to later times and may have been borrowed from Yuman groups (Sutton 2009).

Three late prehistoric interaction spheres were proposed by Sutton (1989) for the Mojave Desert area around 1,000 BP, with boundaries that generally aligned with the geographic distribution of ethnographic groups. The western sphere, aligning with Takic territory, expressed Cottonwood points, few ceramics of any type, cemeteries, and a decidedly distinct settlement pattern as compared with the rest of the Mojave Desert. The western sphere of the Mojave Desert identified by Sutton (1989) may be the northern extent of a more widespread Takic interaction sphere that included much of Southern California (Sutton 2009).

Around the same 1,000 BP time period, the proto-Cupan language diverges into proto-Cahuilla-Cupeño and the Luiseño, with the former language diffusing east and being adopted first by the Cahuilla followed quickly by the Cupeño. According to research by Golla (2007:75), the Cupan sub-branch of the Takic language's eastern languages developed within the last 1,500 years. The development of the languages took place first by the Luiseño, then subsequently by the Cahuilla, and then by the Cupeño (Sutton 2009).

Simultaneously with the divergence of the proto-Cupan language into proto-Cahuilla-Cupeño and Luiseño languages, the Kitanemuk language diverged and diffused east, consequentially being adopted by a Yuman group along the Mojave River to be later called the Vanyume, and subsequently by the Yumans residing in the San Bernardino Mountains, who would later be called the Serrano peoples. Prior to 1,000 BP, both the Vanyume and Serrano could be categorized as Millingstone peoples of the Sayles Complex, who had previously been isolated from the coast due to the initial movement of the Takic peoples south around 3,500 BP. The integration of these Vanyume and Serrano groups into the more widespread Takic interaction sphere may have been a by-product of adoptions of derivations of Serran Kitanemuk language that took place during this time (Sutton 2009).

The Medieval Warm period (ending around 550 BP) was followed by a period of cooler temperatures and increased precipitation (Little Ice Age). The return of more mesic conditions resulted in a less intensive, semi-sedentary land use strategy similar to that identified for the Late Archaic period. Evidence of intensive occupation dating to the Late Prehistoric period occurs at five ESRP sites comprising 16 separate components; all of these coincide with sites that were occupied during earlier periods, and all are situated on elevated bedrock benches near active springs and overlook the valley floor (Goldberg 2001). Percentages of projectile points also increased somewhat after the Medieval Warm (Cottonwood Triangular points began to appear in inland assemblages at this time, and Obsidian Butte obsidian became much more common), suggesting increased focus on large mammals, but the lower ratio of late-stage bifaces indicates that hunting methods returned to random-encounter strategies, rather than the logistical forays of the preceding period. Faunal assemblages produced an anomalously high lagomorph index after the Medieval Warm, suggesting a very wet climatic regime with dense undergrowth well suited to cottontails. Finally, the percentage of nonutilitarian artifacts declined considerably, suggesting that trade was no longer critical for ensuring food supplies (Thomas and Mirro 2018). The aforementioned movement of the Takic language eastward may have taken place due to these environmental conditions at the time, suggested by Gardner (2007) and mentioned by Sutton (2009) as well.

Protohistoric Period (ca. 410-180 BP)

The Protohistoric period saw the forming of small, fully sedentary villages and an increase in resources. The bow and arrow increased hunting efficiency and the widespread exploitation of acorns and other hard nuts and berries (mortars and pestles). Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central-based wandering or permanent habitation. These would have been the villages, or rancherias, noted by the early non-native explorers. Within the inland (ESRP sites), this period was marked by the local manufacture of ceramic vessels and ceramic smoking pipes (evident in ESRP sites). Although pottery was known in the Colorado Desert as long ago as 800 BP, ceramic technology in the general region appears to date to around 350 BP. Also during this interval, abundant amounts of obsidian were imported into the region from the Obsidian Butte source, which was exposed by the desiccation of Lake Cahuilla. In addition, Cottonwood Triangular points were supplemented by Desert Side-notched points during this period. Late in this period, some European trade goods (i.e., glass trade beads) were added to the previous cultural assemblages (Thomas and Mirro 2018).

This period includes two Late Prehistoric/Protohistoric period complexes. The San Luis Rey I Complex (600 to 250 BP) is characterized by grinding implements, small (Cottonwood) triangular projectile points with concave bases, stone pendants, Olivella shell beads, quartz crystals, and bone tools. The San Luis Rey II Complex (250 to 150 BP) is similar, but with the addition of ceramic vessels (including cremation urns), red and black pictographs, glass beads, metal knives, and steatite arrow straighteners. True, Meighan, and Crew (1974) believed that the San Luis Rey complexes developed from the earlier La Jolla/Pauma cultural substratum and are the prehistoric antecedents to the historically known Luiseño Indians (Thomas and Mirro 2018; Goldberg 2001).

Ethnohistoric Period (Spanish Contact era, ca. 1769-1850)

Ethnohistoric and ethnographic studies conducted by various scholars and researchers confirm that the lands known as the Cabazon Area was traditionally occupied by Native Americans. The abundance of seasonal resources, access to water, and ecological diversity here supported traditional lifeways for thousands of years. The presence of rock outcrops and numerous species of wildlife and vegetation, such as several species of cacti, mesquite, agave, yucca, and screwbean as well as other plants that were used for food, clothing, medicine, and shelter by the Native American population, made what is now known as the Cabazon Area an excellent place to live. Brush areas that harbored wildlife created an ideal environment for seasonal gathering, hunting, trapping, and community living. Furthermore, its location near known villages, such as Waqüxi, and along established trade routes, such as the Coco Maricopa Trail, indicates that the lands within the CCP served as a living area, trading hub, gathering space, and ceremonial location. Despite the presence of modern development, the cultural integrity and enduring connection of the Cahuilla and Serrano peoples of the Morongo Reservation as well as other present-day tribes to the land and the landscapes of the Cabazon Area remains strong.

The project area is located within the ethnographic territory of the Cahuilla Takic speakers, who are descended from Late Prehistoric populations of the region. Takic is part of the larger Uto-Aztecan language stock, which migrated west from the Great Basin (Bean 1978).

In the Cahuilla dialect, ivia, the Cahuilla called themselves the Iviatim. The word Cahuilla is derived from the ivia word for master, kawi'a. Their territory included the Coachella Valley as well

as the San Jacinto and Santa Rosa Mountain ranges. Bean (1978) estimated that the Cahuilla numbered between 6,000 and 10,000 people at the time of Spanish contact. Ethnographers have divided this population by habitation locale (Mountain, Pass, and Desert) whereas the Cahuilla divided themselves by patrilineal descent clans and one of two moieties (Wildcat and Coyote). Further distinctions were made within clans of politically important and independent subsidiary lineages. These lineages occupied their own villages as documented by Cahuilla ethnographic consultants in the early twentieth century and from Franciscan mission records (Earle 2004).

Politically and ceremonially, Cahuilla clans were led by a chief or net. The net had charge of the sacred dance house and the sacred bundle, masut, which consisted of matting that was wrapped around items sacred to the clan such as ritual paraphernalia. Importantly, the masut was the sacred expression of each clan. A paha, the ritual assistant, is also found among other Takic-speaking groups. The office of paha varied, however, as it was not always present within some of the southernmost Desert Cahuilla clans (Bean and Saubel 1972; Hooper 1920).

The three ethnographically documented zones of Cahuilla habitation (Pass, Mountain, and Desert) serve as general guidelines for understanding their subsistence practices. In general, Mountain and Pass Cahuilla diet emphasized acorn (salvia islay), yucca, agave, and pinyon gathering in the mountain and foothill regions. In contrast, Desert Cahuilla focused on the gathering of mesquite, cactus, and hard seeds such as screwbean, juniper, and mesquite (Bean and Saubel 1972). These generalizations can only be broadly applied as the Cahuilla inhabiting different zones were not mutually exclusive to each other. Desert Cahuilla in the Coachella Valley retained gathering areas in the Santa Rosa Mountains or other upland regions. Desert Cahuilla also utilized the resources in the foothills; for example, the eastern foothills of the Coachella Valley produced agave and hard seeds, and the foothills on the western side produced cactus, agave, and hard seeds and, higher upslope, pinyon. Further divisions can be made for the biotic subregions of the Coachella Valley. Kelly (1977) distinguished the “agave desert” located in the Coachella Valley, the west side of the Salton Sea, and in Imperial Valley, and the “severe desert” located east and south of these regions. In Kelly’s estimation, the Cahuilla and others adapted to the agave desert but not the severe desert. This adaptation involved the seasonal movement from desert floors to mountain foothills.

The Cahuilla were also observed to cultivate small quantities of corn, beans, squashes, pumpkins, melons, and wheat as early as 1824 by the Romero expedition. These crops and the cultivation of them potentially made their way from the Colorado River area to the Coachella Valley. The inhabitants of the Coachella did not practice flood recessional agriculture of the Colorado River groups (Bean and Lawton 1993). Based upon ethnographic interviews, Strong (1929: 38) noted that he had been told by Francisco Nombre that his grandfather told him that the cultivation of corn and other crops by the Cahuilla was a recent practice and that the Cahuilla used to obtain corn from the “Yumas.” Corn would have been available to the Cahuilla via exchange systems between foraging groups who had access to resources outside of the Colorado River and horticulturalists along the river. Regardless of the timing of cultivation of these crops, by the 1850s, oasis gardens and, to a lesser extent, canyon gardens were important sources of foodstuffs (Bean and Vane 1995).

Cahuilla daily life was heavily influenced by rituals, always immediately following an activity or just having been completed prior. The most significant rituals for the Cahuilla were the núkhil (annual

mourning ceremony) eagle ceremony; certain rites of passage such as birth, naming, adolescent initiation, and marriage; public performances to announce status changes as adults; and rituals designed to improve subsistence resources. Within the area surrounding Cabazon, there exist several documented Cahuilla villages, specifically aykat, pisatana, huvana, and waqsis [described as waqüxi elsewhere in this report]. Each village was surrounded by territories that were owned in common by the lineage, with other lands outside of the immediate vicinity of the village being broken down into tracts owned by clans, families, and individuals. Uses such as hunting, trading, and social gatherings necessitated that a network of trails interconnect the villages. Several sacred sites identified by petroglyphs and pictographs have been associated in the area with each lineage village (Bean 1978).

The term “Serrano” is generally applied to four groups, each with distinct territories: the Kitanemuk, Tataviam, Vanyume, and Serrano. Only one group, in the San Bernardino Mountains and west-central Mojave Desert, ethnically claims the term Serrano. "The Serrano resided in an area that extended east of the Cajon Pass, located in the San Bernardino Mountains, to Twenty-nine Palms, the north foothills of the San Bernardino Mountains and south to include portions of the Yucaipa Valley" (Bean and Smith 1978a: 570). They played a particularly important part in the history of the San Bernardino Valley as the Serrano took over territories vacated by Gabrielino groups.

Access to water determined where the Serrano built their settlements/villages. Most of the Serrano villages were located within the Sonoran life zone (scrub oak and sagebrush) or forest transition zone. Occasionally, villages were located in the desert, adjacent to permanent water sources.

Serrano structures for families were usually circular domes, constructed of willow frames and tule thatching. Individual family homes were used primarily for sleeping and storage. Families conducted many of their daily routines outside of their house or under a ramada. A ramada consisted of a thatched roof supported by vertical poles in the ground, which provided a shaded work area. Other village structures included a ceremonial house, granaries, and sweathouses. Subsistence strategies focused on hunting and gathering, occasionally supplemented by fishing. Food preparation varied and included a variety of cooking techniques. These ranged from baking in earth ovens to parching. Food processing utilities included scrapers, bowls, baskets, mortars, and metates. A lineage leader, or kika, administered laws and ceremonies from a large ceremonial house centrally located in most villages. The size of lineages is a matter of some dispute, but most probably numbered between 70 and 120 individuals. Serrano people were organized into clans affiliated with one of two exogamous moieties. Clans were led by a hereditary chief who occupied the village “big house” where ceremonies took place and shamans were initiated.

The largest Native American settlement in the San Bernardino Valley at the time of contact was Wa’achnga (also spelled Kaawchama or Guachama), a village occupying a tract approximately 2 miles long, west of today’s Redlands. The village is generally believed to have been occupied by the Gabrielino, but later occupied by Serrano (Beattie and Beattie 1951: 1-2; McCawley 1996: 50-51).

Today, Cahuilla and Serrano descendants belong to several federally recognized tribes in Riverside County, including Agua Caliente, Augustine, Cabazon, Los Coyotes, Morongo, Pala, Pechanga, Ramona, San Manuel, Santa Rosa, Soboba, and Torres-Martinez. Although the community of Cabazon lies outside reservation boundaries, it remains within ancestral lands considered culturally important. The Morongo Reservation is immediately north of the community of Cabazon. Cultural resource management in Cabazon often involves collaboration with Cahuilla monitors to protect inadvertent discoveries. Riverside County Conditions of Approval addressing project-specific cultural resource impacts include requirements for archaeological and tribal monitoring during construction (see Appendix C for more information).

While no specific sacred site in Cabazon is documented in the Native American Heritage Commission (NAHC) Sacred Lands File, the area is treated as culturally sensitive out of respect for tribal perspectives. The Cahuilla legacy in Cabazon is not confined to archaeology—it is a living heritage that underscores the need for careful planning and mitigation to avoid impacts to sites or resources integral to that heritage.

Historic Period Context (1850-Present)

The San Gorgonio Pass occupies a longstanding strategic position in inland Southern California as a primary natural corridor linking coastal regions with the inland deserts. Defined by the San Bernardino Mountains to the north and the San Jacinto Mountains to the south, the Pass provides one of the lowest-elevation and most direct routes through otherwise rugged terrain, shaping regional patterns of movement, settlement, and infrastructure development over time. From early Native American trail systems to nineteenth-century wagon routes, circulation through the Pass was strongly influenced by its topography and limited water sources, establishing alignments that later guided the development of railroads, highways, and modern transportation infrastructure.

Within this broader regional context, communities such as Cabazon developed at key nodes along the Pass, reflecting both its long-term function as a transportation corridor and localized patterns of land use, settlement, and economic activity.

1850 to Late Twentieth Century

Following the U.S. acquisition of California in 1848, the San Gorgonio Pass and adjacent Coachella Valley quickly assumed strategic importance as an east–west transportation corridor linking coastal Southern California with the Colorado Desert and the interior West. Early American-period activity formalized preexisting Native American travel routes, supporting military expeditions, Federal surveys, emigrant travel, and limited prospecting activity by the mid-nineteenth century. Mining east of the Pass remained generally small-scale and transient and did not result in sustained settlement, with activity largely dependent on existing trails, wagon routes, and reliable water sources. Township and range surveys conducted during the 1850s documented Native American settlements, water resources, and established travel corridors, creating the framework for later land division, infrastructure development, and land use patterns in the region (Schneider et al. 1992; Williams and Belcourt 2014; Applied Earthworks, Inc. and ICF 2021).

By the late nineteenth century, regional development within the Pass was driven primarily by linear infrastructure and water management systems rather than intensive mining or agriculture. Completion of the Southern Pacific Railroad in the 1870s reinforced the Pass's long-standing role in long-distance transportation and commerce, with stage routes, wagon roads, and early highways developing in close proximity. Concurrent construction of water conveyance systems—including canals, ditches, flumes, and pipelines—supported rail operations, limited agricultural activity, and townsite development in an otherwise arid landscape. Agricultural settlement remained localized due to environmental constraints, and development continued to emphasize transportation and utility corridors rather than dispersed rural settlement (Schneider et al. 1992; Williams and Belcourt 2014; Applied Earthworks, Inc. and ICF 2021).

During the early to mid-twentieth century, transportation, water, and utility infrastructure expanded in parallel, further reinforcing the Pass as a critical connective landscape. Regional road improvements and the establishment of historic highways later designated as U.S. Routes 60 and 70 formalized earlier circulation routes and supported modest linear settlement and roadside commercial activity. Construction of major water infrastructure, including the Colorado River Aqueduct (1934–1941), further established the Pass as a principal inland corridor and introduced associated facilities, access roads, and utility networks that shaped regional development patterns (Schneider et al. 1992; Williams and Belcourt 2014).

In the postwar era, development of the interstate freeway system, including I-10, reconfigured earlier transportation alignments but continued to follow the same geographically constrained corridor established by earlier trails, railroads, and highways. Despite changes in transportation technology and land use, the Pass retained its historic function as a primary east–west gateway. Recreational use of the surrounding desert landscape also increased during the mid-twentieth century, adding another layer of land use that coexisted with ongoing transportation, utility, and infrastructure functions. Collectively, historic development within the Pass reflects long-term continuity in corridor-oriented land use shaped by topography, water availability, and ongoing infrastructure investment.

Late Twentieth Century to Present

From the late twentieth century to the present, regional and county planning efforts within the San Gorgonio Pass have emphasized growth management, infrastructure capacity, and multi-jurisdictional coordination in response to demographic change and increasing regional mobility. Riverside County planning documents identify the Pass as a critical linkage for transportation, utilities, and development, while also noting constraints imposed by environmental conditions and the narrow corridor geometry. Population growth in nearby inland communities and the Coachella Valley, combined with the Pass's role as a conduit between employment centers, has reinforced its function as a transitional zone characterized by commuter movement, logistics infrastructure, and corridor-oriented land uses rather than dense urban settlement (Riverside County 2020, 2021, n.d.; Williams and Belcourt 2014).

Culturally, this period is marked by increasing diversity and the persistence of linear community identities shaped by long-standing transportation alignments. Planning and background studies note that communities within and adjacent to the Pass, including unincorporated areas, retain development patterns tied to highway frontage, rail corridors, and service-oriented land uses that

reflect both historic circulation routes and evolving regional travel demands. Contemporary development has largely accommodated continued use of the Pass as a connective landscape, balancing infrastructure modernization with the retention of historic corridor forms and established community patterns (Riverside County 2020, 2021, n.d.; Williams and Belcourt 2014).

Taken together, development within the Pass and Coachella Valley region from the American period through the present demonstrates long-term continuity in corridor-based land use shaped by geography, infrastructure investment, demographic change, and environmental constraints. While transportation infrastructure has remained central, the Pass's enduring historical significance lies in its role as an organizing regional landscape influencing settlement patterns, population movement, and land use decisions over time. This context provides a foundation for understanding development patterns in Cabazon and other Pass-adjacent communities.

Cabazon

Railroad-Era Development and Commerce (1870s-Early Twentieth Century)

Cabazon originated in the mid-1870s with the arrival of the Southern Pacific Railroad through the San Gorgonio Pass. Railroad construction brought workers, materials, and temporary camps to the area, and commercial activity quickly developed along the rail alignment. A key figure in this early period was Colonel Milton Sanders Hall, whose wagon road, known as Hall's Grade, connected sawmills in the San Jacinto Mountains with the railroad below. This route facilitated the transport of timber and railroad ties and led to the establishment of Hall's Siding as a small service and work node, reportedly including lodging and social facilities such as a hotel and dance hall (Schneider et al. 1992; CRM Tech 2007).

Water Infrastructure and Early Utility Development

Access to reliable water was a critical factor in Cabazon's emergence as a permanent service community rather than a temporary railroad work camp. In the late nineteenth century, construction of the Millard Canyon Stone Canal conveyed water from Millard Canyon to Southern Pacific Railroad facilities in Cabazon, supplying a station water tank and supporting rail operations, nearby commercial uses, and domestic needs. As one of the earliest purpose-built water conveyance systems in the area, the canal reflects coordinated investment in rail and utility infrastructure within the Pass rather than irrigation-based agriculture (Williams and Belcourt 2014).

By the 1880s, private land and water interests promoted settlement near the railroad station, and companies were established to manage water rights and distribution associated with early subdivision efforts. Although these town-building initiatives achieved limited success, the resulting water infrastructure enabled Cabazon's transition from a siding-based work settlement into a small but persistent service community oriented toward travelers and corridor-based commerce. Early water utility development thus functioned as a key enabling component of Cabazon's linear settlement pattern, reinforcing the interdependence of transportation, utilities, and commercial activity within the San Gorgonio Pass (Schneider et al. 1992; Williams and Belcourt 2014).

Highway and Automobile-Era Commerce (Early to Mid-Twentieth Century)

As automobile travel expanded during the early twentieth century, Cabazon's commercial focus shifted from the rail corridor to emerging highway routes, including alignments later designated as U.S. 99, U.S. 60, and U.S. 70. Gas stations, cafés, roadside markets, and small motor courts developed along these linear routes, reinforcing the community's long-standing role as a service center for travelers rather than a dense residential settlement. Commercial establishments were typically sited directly adjacent to roadways to maximize visibility and access for pass-through traffic (CRM TECH 2007; Williams and Belcourt 2014; Applied Earthworks, Inc. and ICF 2021).

This development pattern reinforced Cabazon's identity as a roadside community shaped by regional movement and mobility. While limited orchard cultivation and homesteading occurred south of town, commercial and service uses remained concentrated along transportation corridors, reflecting both environmental constraints and a corridor-based economic strategy (CRM TECH 2007; Williams and Belcourt 2014; Applied Earthworks, Inc. and ICF 2021).

Cultural Resources Inventory Results

Records Search

A records search was conducted on February 23, 2026 and April 8, 2026 for the project area at the South Coastal Information Center (SCIC), part of the California Historical Resources Information System (CHRIS) maintained by the Office of Historic Preservation (OHP), at San Diego State University. In addition, the OHP maintains the Built Environment Resource Directory (BERD), an inventory of built environment cultural resources that are processed through the OHP's office. A search of the BERD for Riverside County identified two resources within the project area:

- 14046 Citrus Avenue with status resource code 6Y: Determined ineligible for National Register of Historic Places (NRHP) through Section 106 process – Not evaluated for California Register of Historical Resources (CRHR) or local listing.
- 52061 Helen Avenue with status resource code 6Y: Determined ineligible for NRHP through Section 106 process – Not evaluated for CRHR or local listing.

The CHRIS records search determined that 68 previously recorded cultural resources are located within the project area and a 0.25-mile radius of the project area. Of those 68 resources, 48 are within the boundaries of the project area. These resources include a mix of habitation/camp sites, bedrock milling features, petroglyphs, and historic-period built-environmental resources. Additionally, multiple resources are identified as appearing eligible for the NRHP. In addition to the 68 SCIC resources, 10 additional resources were provided from County of Riverside internal records, bringing the total number of resources in the 0.25-mile radius and the project site to 78 resources. Of the 78 resources, 52 resources are located within the project boundaries, and 26 resources are located within the surrounding 0.25-mile search radius. Previously recorded resources are summarized in Table 3.4-1, *Previously Recorded Resources Within the Project Area*. These resources are described in detail in Appendix D.

As shown in Table 3.4-1, a total of 23 historic built environment (including three combination built environment/historic archaeological) resources have been documented within the project area. A total of 55 archaeological resources have been documented within the project area.

TABLE 1.4-1 PREVIOUSLY RECORDED RESOURCES WITHIN THE PROJECT AREA

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-000152	CA-RIV-000152	Prehistoric site, possibly occupation site, consisting of mortar hole, metate slicks, pestles, small rock wall.	G. Shepard 1936 C. Rector 1980 B. Wilson, Morongo Band of Mission Indians, 2006 B. Wilson, Morongo Band of Mission Indians, 2011	Not formally evaluated
P-33-000189	CA-RIV-000189	Prehistoric camp site; bedrock mortars and ceramic sherds.	Johnstons 1960	Not formally evaluated
P-33-001396	CA-RIV-001396	Prehistoric site containing elliptical rock alignment (approx. 8 rocks total).	P. Welch 1976	Not formally evaluated
P-33-01397	CA-RIV-001397	Prehistoric site containing one slick on a bedrock outcrop at the base of the mountains. Site was relocated and mapped approximately 20 meters west of its original recorded location during the 2014 site update.	W. Waldron and M. Morin 1976 A. Noah, Analytical Environmental Services, 2014	Not formally evaluated
P-33-001398	CA-RIV-001398	Prehistoric site containing two slicks on one bedrock outcrop 10 feet above the base of the mountains. The site was relocated and mapped approximately 60 meters northeast of its original recorded location during the 2014 site update. Proximity of the slicks to one another on the bedrock suggests they may be remnants of one single slick, according to 2014 update.	W. Waldron 1976 A. Noah, Analytical Environmental Services, 2014	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-001399	CA-RIV-001399	Prehistoric site containing a single slick on a low bedrock outcrop, considerably eroded, covered by downwash, and on a flaking rock. This site was likely mismapped at this location and is located 80 meters north of the original site location, according to the 2014 update.	M. Morin and W. Waldron 1976 A. Noah, Analytical Environmental Services 2014	Not formally evaluated
P-33-001403	CA-RIV-001403	Prehistoric site containing bedrock milling feature with three basins and five slicks on five separate outcrops grouped together. The site was relocated and mapped approximately 75 meters northwest of its originally mapped location by the 2014 update. During the 2014 update, four features with a total of two basins and 11 slicks were identified.	M. Morin and W. Waldron 1976 A. Noah, Analytical Environmental Services 2014	Not formally evaluated
P-33-003283	CA-RIV-003283	Prehistoric site consisting of oval grinding basin within a granite boulder and adjacent to a natural hole, which may also have been used for grinding of some sort.	P. de Barros, Chambers Group, Inc., 1986	Not formally evaluated
P-33-003442	CA-RIV-003442H; C-Cabazon-B-1	Historic-era archaeological site consisting of various types of glass fragments, can fragments, china fragments, and a bottle neck. Area was once the location of the Cabazon Railroad Station. Site disturbed by rodents in original recordation.	R. M. Apple, T. Wahoff, and K. Norwood, Dames & Moore 1988; S. Ashkar, Jones & Stokes Associates, Inc. 1999	Not formally evaluated
P-33-005054	CA-RIV-005054-H	Historic site consisting of a fragmented section of old highway, which is part of the original Highway 60. Appears to be a section of the old westbound lanes, while the old eastbound lanes have become Main Street in Cabazon, a two-way avenue.	T. Tang and D. Everson Archaeological Research Unit, University of California, Riverside 1993	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-007873	The Cabazon Poker Casino	A built-environment resource constructed in the mid-1960s consisting of a now-defunct poker casino with its tall metal sign just south of Interstate 10. Located at 50580 Main Street.	T. Tang, Archaeological Research Unit, University of California, Riverside 1993	**5S2: Eligible for local listing or designation**[1]
P-33-007874	The Cabazon Inn, Manager's Quarters	A built environment resource constructed in 1912 consisting of three different additions to an original one-story, side-gabled adobe house. Located at 90250 Main Street.	B. T. Tang, Archaeological Research Unit, University of California, Riverside 1993	**5S3: Appears to be eligible for local listing or designation through survey evaluation**[2]
P-33-007875	Cabo's Wateringhole	A built environment resource constructed in 1939 consisting of a one-story house with flat roof and textured stucco walls. The rear right of the building is two-storied, likely to house the residential quarters. Located at 50400 Main Street.	B. T. Tang, Archaeological Research Unit, University of California, Riverside 1993	6Z2: Found ineligible for the NRHP with no potential for NRHP listing and never having been evaluated for local listing
P-33-007876	The Cabazon Dinosaurs	A built environment resource designed by Claude Bell and constructed between 1964 and 1985 consisting of steel-and-concrete replicas of a brontosaurus and a tyrannosaurus rex. Located at 50900 Seminole Drive.	B. T. Tang, Archaeological Research Unit, University of California, Riverside 1993	4S1: May become eligible for NRHP when it reaches historic age[3]
P-33-007885	Smith Creek Park Petroglyphs; CA-RIV-005847	A prehistoric site consisting of multiple petroglyphs on a single boulder and 3-4 slicks across the 2 additional boulders.	M. McDonald and M. Rodarte, ASM Affiliates, 1996 B. Wilson, Morongo Band of Mission Indians, 2006	Not formally evaluated

[1] Site was evaluated in 1993 as eligible for local listing and assigned status code 5S2. However, listing was not completed. Site would require evaluation if within a project area.

[2] Site was evaluated in 1993 as potentially eligible for local listing and assigned status code 5S3. However, further investigation and evaluation was not competed. Site would require reevaluation if within a project area.

[3] Site is now of historic age (over 50 years of age) and would require evaluation if within a project area.

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-007886	Smith Creek Park #2; CA-RIV-005848H	A combined prehistoric and historic archaeological site consisting of a graded house pad with construction and habitation debris dating to between 1941 and 1948, with five bedrock milling features with slicks and a small mortar. A water control channel in the form of a row of boulders is located slightly upslope from the house area, but its origin is unknown.	M. McDonald and M. Rodarte, ASM Affiliates, 1996	Not formally evaluated
P-33-007888	SCE.0521-12, Cabazon Land and Water Company conduit; H-1	A built environment resource constructed in 1887 consisting of a historic water conveyance canal. A segment of the canal was evaluated for significance in the 1996 original site recording. The old Cabazon conduit is approximately 20 feet west of the present-day aqueduct that is adjacent. Resource is also associated with P-33-14871/CA-RIV-7926. Site was relocated and condition unchanged in 2003 site update.	R. Carrico, Brian F. Mooney Associates, 1996 K.R. Way, W. T. Eckhardt, and M. Pritchard Parker 2003	**3S: Appears eligible for the NRHP through survey evaluation**
P-33-007889	CA-RIV-005850H	A historic archaeological site consisting of an extensive but relatively sparse trash scatter that may be associated with the construction and/or maintenance of the canal. Resource is also associated with P-33-14871/CA-RIV-7926. Site not relocated during 2012 site update.	R. Case, Brian F. Mooney Associates, 1996 D. Ballester, 2012	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-007890	CA-RIV-5851H (also see P-33-14871/CA-RIV-7926)	Historic archaeological site consisting of an extensive but relatively sparse historic trash scatter possibly associated with construction and/or maintenance of the canal. No remnants of site were found during 2013 survey.	Case 1996; Pollock 2005; Encarnación et al. 2013	**3S: Appears eligible for the NRHP through survey evaluation (by Criterion D due to its association with P-33-007888 as a contributing element to a historic site complex)**
P-33-007891	CA-RIV-005852H	Historic archaeological site consisting of a well-defined small historic trash scatter. Site was relocated and appears undisturbed in 2002 site update.	R. Case, Brian F. Mooney Associates, 1996 R. Goodwin, LSA Associates, Inc., 2002	6Z: Determined ineligible for listing in the NRHP through survey evaluation
P-33-007893	-	Historic site consisting of sheet metal that formed rear panels of touring car dating to mid- to late-1920s.	Case 1996	6Z: Determined ineligible for listing in the NRHP through survey evaluation
P-33-007894	-	Historical site consisting of front fenders, running boards, 2 doors, and turtle deck of an early- to mid-1920s roadster, make unknown.	Case 1996	6Z: Determined ineligible for listing in the NRHP through survey evaluation
P-33-009194	CA-RIV-6374H; CAB-1	Built environment resource and historic-era archaeological site consisting of foundation remains of a dog kennel constructed around 1950, with a refuse scatter surrounding the area dating to the same time period.	J. Brock and B. Smith 1999a	Not formally evaluated
P-33-009195	CAB-2	Built environment resource consisting of irrigation system serviced by Cabazon Water Company and constructed in 1915.	J. Brock and B. Smith 1999	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-011265	CA-RIV-006726H	Colorado River Aqueduct.	J. Goodman and J. Neves, SWCA, Inc., Environmental Consultants 2000; M. Dice, L&L Environmental, Inc. 2001; A. Garrison, M.C. Hamilton and P. Beedle, Applied EarthWorks 2005; Wilson, Craft, and Wise; Mooney, Jones & Stokes 2005; A. Cannon, Statistical Research Inc. 2007; P. Beedle, Applied EarthWorks 2008; Johnson 2009; M. DeGiovine et al., ICF Jones & Stokes 2008-2009; A. Johnson 2010; S. Kremkau 2011; S. Loftus, ACE Environmental, LLC. 2016; A. Garrison, Brian F. Smith & Associates, Inc. 2020	**3S: Recommended as individually eligible for listing in the NRHP by consensus through Section 106** (Applied EarthWorks 2005)
P-33-012880	AE-WW-4H; Cabazon Shaft; CA-RIV-007163H	A combined historic archaeological site and built environment resource site that includes a series of features such as concrete structural remains, graded level areas, tailings piles, and bridge features grouped into 5 loci.	N. Harris and D. Bircheff, Applied EarthWorks, Inc., 2003	Not formally evaluated
P-33-012893	CA-RIV-007166H; MR-2	Built environment resource consisting of historic-era canal constructed between 1880 and 1914.	P. McGinnis and E. Kochert, Tierra Environmental Services 2003	Not formally evaluated
P-33-013804	Hadley's Office, APN 519-151-024	Single-family property consisting of a simple concrete block Modern Contemporary residence located at 13595 Apache Trail, constructed in 1951.	J. Marvin, LSA Associates, Inc. 2002	6Z: Found ineligible for the NRHP, CRHR, or local designation through survey evaluation

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-013805	Mojave Drive Residence, APN 519-151-023	Single-family property consisting of a simple Modern Contemporary concrete block residence located at 48910 Mojave Drive, built in 1947.	J. Marvin, LSA Associates, Inc. 2002	6Z: Found ineligible for the NRHP, CRHR, or local designation through survey evaluation
P-33-014871	Millard Stone Canal; P-33-7888; CA-RIV-7926; CA-RIV-4994H; CA-RIV-5850H; CA-RIV-5851H	Historic-era water conveyance structure. The Millard Stone Canal is a rock-lined canal that served to convey water for the development of Cabazon in the 1880s.	M. Dice and S. Williams, Michael Brandman Associates 2005; R. Goodwin et al., LSA Associates, Inc. 2012; A. Williams, Southern California Edison (SCE) 2014	**3S: Appears eligible for NRHP individually through survey evaluation** (A. Williams, SCE 2014)
P-33-015035	CA-RIV-013001	Historic-era transmission line; Hayfield-Chino 220kV Transmission Line.	J. Brock, Archaeological Advisory Group 1998; D. Brunzell, LSA Associates 2006; S. Justus et al., ASM Affiliates 2010; L. Davidson and R. Goodwin, LSA Associates, Inc. 2012; N. Brodie, LSA Associates, Inc. 2012; W. Tinsley Becker et al., Urbana Preservation & Planning, LLC. 2013; W. Tinsley Becker, Urbana Preservation & Planning, LLC. 2014	6Z: Found ineligible for the NRHP, CRHR, or local designation through survey evaluation
P-33-015292	Site 2; CA-RIV-008079	Historic archaeological site consisting of historic-period trash scatter with two large artifact concentrations and artifacts scattered throughout the site.	KH Pollock et al., Statistical Research, Inc., 2005	Not formally evaluated
P-33-015293	Isolate 1	Historic period archaeological isolate consisting of 11 pieces of sun-colored amethyst glass coming from the same bottle. Later combined with Site P-33-016208 in 2017 site update.	KH Pollock, Statistical Research, Inc., 2005	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-015294	Isolate 2	Historic period archaeological isolate consisting of 5 pieces of sun-colored amethyst glass coming from the same bottle. Later combined with Site P-33-016208 in 2017 site update.	KH Pollock, Statistical Research, Inc., 2005	Not formally evaluated
P-33-015640	Smith Property	Prehistoric and potentially historic archaeological site consisting of 2 bedrock milling slicks on a large flat boulder at 1st locus, 1 bedrock milling slick on a ground level boulder with 3 slicks on a larger boulder at 2nd locus, and several segments of stone corral(s) around the boulder at 1st locus. Site may be associated with CA-RIV-152.	G. Fenenga, California Department of Forestry, and B. W. Wilson, Morongo Band of Mission Indians 2006	Not formally evaluated
P-33-015655	Smith Creek Section 13 Milling Slick	Prehistoric site consisting of a single milling slick on top of a huge boulder located in a little alcove off the Smith Creek riverbed.	B. Wilson, Morongo Band of Mission Indians, 2006	Not formally evaluated
P-33-015679	Dos Palmas Site	Prehistoric site consisting of two boulders with one slick; one cupule or bedrock mortar or slick on one and two slicks on the other boulder. A historic component of the site a stone corral, possibly associated with a homestead, was recorded	B. Wilson, Morongo Band of Mission Indians, 2006	Not formally evaluated
P-33-015708	Hidden Canyon Milling Features	Prehistoric site consisting of a bedrock milling slick and a bedrock mortar on a boulder. Site may be associated with CA-RIV-152.	B. Wilson, Morongo Band of Mission Indians 2006	Not formally evaluated
P-33-015716	Hidden Canyon Ceremony Shelter	Prehistoric site composed of a rockshelter with cupules along the northern wall of a small “hidden” canyon located just south of Esperanza Avenue. Two potsherds were observed on the dirt floor, and the site is likely to be associated with nearby CA-RIV-152.	B. Wilson, Morongo Band of Mission Indians 2007	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-015760	Cobblestone	Prehistoric isolate consisting of a metate.	B. Wilson, Morongo Band of Mission Indians, 2005	Not formally evaluated
P-33-016208	CA-RIV-08364H	Historic archaeological site consisting of historic period refuse scatter. The site update done in 2017 extended the site further north and includes two items that were originally recorded separately as isolated historical artifacts (P-33-015293 and P-33-015294).	J. Smallwood, CRM TECH, 2007 J. George, Applied EarthWorks, Inc., 2007 K. Moslak and P. Moloney, Applied EarthWorks, 2017	Not formally evaluated
P-33-016694	One Horse Spring Slick	Prehistoric site comprising bedrock milling feature with at least 2 slicks present on one boulder.	B. Wilson, Morongo Band of Mission Indians 2007	Not formally evaluated
P-33-016768	Twin Pines Creek Slick	Prehistoric site comprising one bedrock milling slick on one brownish colored granitic boulder.	B. Wilson, Morongo Band of Mission Indians 2007	Not formally evaluated
P-33-016830	Section 22 Rockshelter	Prehistoric site comprising a rockshelter containing 2 large boulders leaning against one another. No prehistoric evidence within the rockshelter, but four potsherds were noted on a dirt slope nearby.	B. Wilson, Morongo Band of Mission Indians 2008	Not formally evaluated
P-33-016831	Section 22 Point	Prehistoric isolate consisting of white quartz biface projectile point.	B. Wilson, Morongo Band of Mission Indians 2008	Not formally evaluated
P-33-016944	Olive grove weir box	Historic isolate consisting of poured concrete and cobble weir associated with a former olive grove on the property.	M. Dice, Michael Brandman Associates 2008	Not formally evaluated
P-33-016951	Last Hill Rockshelter	Prehistoric site containing a large rockshelter composed of two large boulders, one of which displays 34 cupules in it, and the other displaying 70 cupules in it.	B. Wilson, Morongo Band of Mission Indians 2007	Not formally evaluated
P-33-017292	Jensen Canyon Site	Prehistoric site consisting of two bedrock milling slicks on a granite boulder.	B. Wilson, Morongo Band of Mission Indians 2008	Not formally evaluated
P-33-017409	One Horse Spring #2	Prehistoric site consisting of large granite boulder with one bedrock milling slick.	B. Wilson, Morongo Band of Mission Indians 2008	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-017577	CA-RIV-9112; DV-KAC-01	Prehistoric site consisting of one bedrock milling feature with one basin element on a granitic boulder. The possible remnants of one almost completely deteriorated milling slick on a large boulder lie roughly 2 meters southwest of the site.	K. Chmiel and S. Wilson, ICF Jones & Stokes, 2008	Not formally evaluated
P-33-017581	CA-RIV-9114; DV-KT-04	Prehistoric site consisting of three bedrock milling features, each containing one slick element.	K. Tsunoda and K. Chmiel, ICF Jones & Stokes 2008	Not formally evaluated
P-33-017584	CA-RIV-009115; DV-MMD-03	Historic-era site consisting of a mid- to late-1930s trash scatter measuring 215 feet by 140 feet and containing mostly various types of glass, cans, and ceramics.	M. DeGiovine et al., ICF Jones & Stocks 2008	Not formally evaluated
P-33-017585	CA-RIV-9116; DV-MMD-05	Prehistoric site consisting of three bedrock milling features, each with one slick element.	M. DeGiovine, K. Tsunoda, and S. Wilson, ICF Jones & Stokes, 2008	Not formally evaluated
P-33-017586	DV-MMD-06	Prehistoric isolate consisting of undecorated brown ware vessel sherd.	M. DeGiovine and T. Martin, ICF Jones & Stokes 2008	Not formally evaluated
P-33-017591	DV-SLW-03	Historic site composed of trash scatter measuring 470 feet by 100 feet and consisting primarily of construction waste, concrete waste, and large metal-rimmed wooden wire cable spools.	S. Wilson et al., ICF Jones & Stokes 2009	Not formally evaluated
P-33-017593	CA-RIV-9121; DV-SLW-06	Prehistoric site consisting of a bedrock milling feature with one slick element.	S. Wilson and K. Chmiel, ICF Jones & Stokes, 2008	Not formally evaluated
P-33-017594	CA-RIV-9122; DV-SLW-07	Prehistoric site consisting of two bedrock milling features, each with one slick element.	S. Wilson and K. Chmiel, ICF Jones & Stokes, 2008	Not formally evaluated
P-33-018018	CA-RIV-09264	Built environment resource consisting of an orchard irrigation line, which includes a buried concrete pipe and 17 concrete risers remaining, though many risers are missing.	J. Brock, ARCHAEOGROUP, 2010	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-018082	Jenson Canyon #2	Prehistoric site consisting of one granite boulder with one, lightly used milling slick.	B. Wilson and B. Clinton, Morongo Band of Mission Indians 2010	Not formally evaluated
P-33-022342	LSA-SCE1110-I-54	Historic period isolate consisting of rectangle oil or kerosene can opened by church key. Located on the Morongo Indian Reservation.	R. McLean et al., LSA Associates, Inc., 2013	Not formally evaluated
P-33-022374	CA-RIV-11426; LSA-SCE1110-S-33	Historic period residential ruins consisting of 4 features; one concrete house foundation with intaglio graffiti and hand/foot prints; one concrete building foundation with standing cinderblock walls; one concrete footing wall; and two rock and mortar water cisterns with gate valve. In addition to these features, multiple residential refuse items were observed.	R. Goodwin et al., LSA Associates, Inc., 2012	Not formally evaluated
P-33-022375	CA-RIV-11427/ LSA-SCE1110-S-34	Historic site consisting of refuse scatter made up of 12+ fragmentary solder-seam, hole-in-cap cans of two different sizes.	R. Goodwin, LSA Associates 2012	Not formally evaluated
P-33-023909	APN 519-151-003	Built environment resource consisting of a single-family property located at 48878 Mojave Drive.	A. Said-Abdelwahed, FCS, 2014	Not formally evaluated
P-33-023917	SCG-ISO-001	Historic period isolate consisting of ceramic insulator.	L. Hoffman, SWCA Environmental Consultants, 2014	Not formally evaluated
P-33-024003	CA-RIV-11796/I-10-S-1	Prehistoric site consisting of a single milling slick on a flat granodioritic boulder.	A. Noah et al., Analytical Environmental Services, 2014	Not formally evaluated
P-33-024004	CA-RIV-11797/I-10-S-2	Prehistoric site consisting of a single milling slick on a rounded granodioritic boulder with a slightly concave upper surface.	A. Noah et al., Analytical Environmental Services, 2014	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-024005	CA-RIV-11798/I-10-S-3a	Historic-era archaeological and built environment site consisting of several connected wooden corrals and fences constructed of split utility poles (tree trunks); two of the corrals contain a bathtub for stock watering, and a cylindrical aluminum tank is outside the corrals. The site also contains a box-shaped metal structure with a metal ladder mounted against one side, and a metal grate opening on the top. The function of the structure is uncertain, but may be a cistern. Other historic-era occupational artifacts were found at the site as well.	A. Noah et al., Analytical Environmental Services, 2014	Not formally evaluated
P-33-024006	CA-RIV-11799/I-10-S-3b	Historic-era archaeological and built environment site consisting of a rock and concrete drainage at the base of the mountains with a historic-era artifact scatter.	A. Noah et al., Analytical Environmental Services, 2014	Not formally evaluated
P-33-024009	CA-RIV-11801/I-10-S-6, 7, 8	Historic-era domestic trash scatter consisting of three dense concentrations along the northern edge of the dirt road extension of Westward Avenue.	A. Noah et al., Analytical Environmental Services, 2014	Not formally evaluated
P-33-024046	WOD-ISO-05	Historic-era isolate consisting of glass bottle base fragment.	M. DeCarlo and D. Mengers; ASM Affiliates, Inc., and PanGIS; 2014	Not formally evaluated
P-33-024895	AE-3477-1H	Banning Municipal Airport, constructed in 1927.	Applied EarthWorks 2016	6Z: Found ineligible for the NRHP, CRHR, or local designation through survey evaluation

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-33-026821	AE-3477-2H, segment of East Westward Avenue	Segment of a wide modern paved road. The western half of the recorded segment is a well-maintained modern local road while the eastern half, east of a restricted access gate, consists of a narrower road constructed of a rudimentary pavement of coarse gravels and asphalt mixed and roughly spread.	George et al., Applied EarthWorks, 2017	Not formally evaluated
P-33-029325	CA-RIV-13109/SWCA-TD1714367-S-001	Combined prehistoric and historic-age archaeological site consisting of two metates and a historic refuse scatter.	Kim, SWCA Environmental Consultants, 2022	Not formally evaluated
None*	Bailiff Ranch House; APN 519-230-002-4	Built environment resource consisting of single-family residence constructed in 1927. Named after local rancher R.E. Bailiff in Cabazon, who served as Cabazon Station superintendent until its closure.	D. Williams and J. Brunzell, BCR Consulting, LLC, 2020	3CS: Appears eligible for the California Register of Historical Resources through survey evaluation
None*	Hadley Fruit Orchards; APN 519-162-007	Built environment resource consisting of single-story commercial building located at 48980 Seminole Drive, also known as the former Hadley Fruit Orchards store. Constructed between 1961 and 1967. Building elements have been altered within the last 49 years.	K. Hunt, Anza Resource Consultants 2021	6Z: Found ineligible for the NRHP, CRHR, or local designation through survey evaluation
None*	CA-RIV-3883; EMT2001-H-1	Historic-era archaeological site consisting of a pile of construction debris involving large square wooden posts with large steel bolts, cables, and straps attached, three steel pipes, and poured concrete debris. Appears to be remnants of a windmill used to operate a well associated with Bailiff Ranch.	J. Orozco and D. Williams, BCR Consulting, LLC, 2020	Not formally evaluated

Primary Number	Site Name/ Trinomial Number	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
None*	EMT2001-H-2	Historic-era archaeological site consisting of stacked-rock feature made up of two to three courses of granitic cobbles and boulders with one fire brick and milled lumber appearing to function as a check dam for a nearby wash. May have functioned to slow or direct water flow away from roads approximately 30 meters east.	H. Thomson, County of Riverside 2021	Not formally evaluated
None*	EMT2001-I-1	Prehistoric-era isolate consisting of single red pottery sherd.	D. Tietjen, BCR Consulting, LLC, 2020	Not formally evaluated
None*	EMT2001-P-2	Prehistoric site consisting of a boulder with a single milling slick.	H. Thomson, County of Riverside 2021	Not formally evaluated

*These resources were provided by the County of Riverside from internal records and have not been assigned primary numbers.

Native American Consultation

Assembly Bill 52

Assembly Bill 52 (AB 52) requires that the County address a new category of cultural resources – tribal cultural resources – which are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with AB 52, notices regarding this project were mailed to all requesting tribes on November 4, 2025. These included the following:

- Morongo Band of Mission Indians (MBMI)
- Yuma Quechan Indian Tribe
- Yuhaaviatam of San Manuel Nation (YSMN, also known as the San Manuel Band of Mission Indians)

Pursuant to AB 52, tribes desiring to consult must respond in writing within 30 days of receipt of the formal notification from the County and request consultation.

The following summarizes the tribal responses and consultations:

- MBMI provided a response on December 17, 2025 requesting formal government-to-government consultation. The tribe also requested project design and mass grading maps, a records search with at least a one-mile search radius from the project boundary, tribal monitoring during pedestrian surveys and testing, shapefiles of the project's area of potential effect, and a copy of a geotechnical report.[4]

  After receipt of the December 17, 2025 response letter, the County formally consulted with the MBMI.

- Yuma Quechan Indian Tribe declined consultation and deferred to local tribes.

- YSMN declined consultation and deferred to local tribes.

Senate Bill 18

The County also submitted their tribal consultation list request and Sacred Lands File Search for the project to the NAHC, pursuant to CEQA and Senate Bill 18 (SB 18). The NAHC response included a list of California Native American tribes recommended for consultation. Pursuant to SB 18, the County provided formal notification on November 4, 2025, to the same tribes identified above for AB 52 consultation. Similarly, the Yuma Quechan Indian Tribe and YSMN declined consultation and deferred to local tribes. The County consulted with the MBMI pursuant to SB 18 as part of the AB 52 consultation process described above.

3.4.2. Regulatory Framework

Federal

Section 106 of the National Historic Preservation Act

Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR) Section 800. The goal of the Section 106 review process is to offer a measure of protection to sites that are determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 CFR 60. Amendments to the act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private

[4] As a programmatic environmental impact report (PEIR), project design and mass grading maps, pedestrian surveys and testing, and geotechnical report are not available based on the project's scale (approximately 7,769 acres). These reports would be prepared for future individual development projects facilitated by the Cabazon Infrastructure Plan or Cabazon Community Plan. Refer to Section 3.6, *Geology and Soils*.

developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal funding.

National Register of Historic Places

The NRHP is "an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the Federal regulations explicitly provide that a listing of private property on the NRHP "does not prohibit under Federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Historic properties, as defined by the Advisory Council on Historic Preservation, include any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR Section 800.16[I][1]). Eligibility for inclusion in the NRHP is determined by applying the following criteria, developed by the National Park Service in accordance with the National Historic Preservation Act:

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:*
>
> *a) That are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *b) That are associated with the lives of persons significant in our past; or*
>
> *c) That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *d) That have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).*

National Historic Landmarks Program

The National Historic Landmarks Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates National Historic Landmarks (NHLs) to "encourage the long-range preservation of nationally-significant properties that illustrate or commemorate the history and prehistory of the U.S." The program is administered by the Department of the Interior pursuant to 36 CFR § 65.5. Unlike any of the other State or Federal registries, sites listed on the NHL are explicitly preserved and protected from harm under Federal law.

State

State historic preservation regulations affecting the proposed project include the statutes and guidelines contained in CEQA, PRC Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including the following:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;
- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the technical advice series produced by the Governor's Office of Planning and Research. This technical advice series strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Register of Historical Resources

Assembly Bill (AB) 2881 was signed into law in 1992, establishing the CRHR. The CRHR is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based on NRHP criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation has broad authority under Federal and State law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in PRC Sections 5020.1(q) and 21084.1. Substantial adverse effect means demolition, destruction, relocation, or

alteration such that the significance of an historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by project area activities. Activities that could potentially result in a significant impact include demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level of significance of project activities. The steps required to be implemented to determine significance in order to comply with CEQA Guidelines are:

- Identify cultural resources.
- Evaluate the significance of the cultural resources based on established thresholds of significance.
- Evaluate the effects of a project on all cultural resources.
- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Government Code Sections 6253, 6254, and 6254.10 authorize State agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; GC Section 6250 et seq.) and California's open meeting laws (the Brown Act, GC Section 54950 et seq.) protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any State or local agency to deny a CPRA request and withhold from public disclosure:

> *Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Section 5097.9 and Section 5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another State agency, or a local agency (GC Section 6254(r)); and*
>
> *Records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another State agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a State or local agency (GC Section 6254.10).*

Likewise, the CHRIS Information Centers prohibit public dissemination of records and site location information. In compliance with these requirements and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of

cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-Federal land in California is also required to comply with State laws pertaining to the inadvertent discovery of Native American human remains.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of historical interest designated after December 1997 and recommended by the State Historical Resources Commission (SHRC) are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation would be retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a point of historical interest, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the local area's history; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

Regulation of Cultural Resources Pursuant to the Public Resources Code

PRC Section 5097 outlines the requirements for cultural resource analysis prior to the commencement of any construction project on State lands. It further specifies that the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands (including those owned by counties, cities, etc.) is a misdemeanor. It also prohibits the knowing destruction of objects of antiquity without a permit (i.e., expressed permission) on public lands and provides for criminal sanctions for violators. The section was amended in 1987 to require consultation with the California NAHC whenever Native American graves are found. It also establishes that violations for taking or possessing remains or artifacts are felonies. PRC §§ 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site 6254(r)or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it. These sections also establish the State's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan

for assisting the public, development communities, local and Federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC §§ 5097.91 and 5097.98 were amended by State Assembly Bill 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

California Government Codes Addressing Native American Heritage (SB 18)

Government Codes Section 6254(r) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to Senate Bill 18, Government Code Section 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, Government Code Section 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. Regarding historical properties, Government Code Section 25373 and 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special historical or aesthetic interest or values. Lastly, Government Code Sections 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a "qualified historical property" and provides additional guidelines for such contracts.

AB 52

AB 52 (2014) established a formal consultation process for California tribes in the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change to the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is:

- Listed or eligible for listing in the CRHR or a local register of historical resources;
- Determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1;
- A geographically defined cultural landscape that meets one or more of these criteria; or
- A historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or is a non-unique archaeological resource if it conforms with the above criteria.

AB 52 provides guidance for consultation between California Native American tribes and lead agencies to address potential impacts of development activities on known or unknown tribal

cultural resources and to identify appropriate mitigation for such impacts. PRC Section 21074(a) defines tribal cultural resources, indicating that a project having the potential to cause a substantial adverse change to a tribal cultural resource is a project that may have an adverse environmental effect.

Under AB 52, tribes that wish to be notified of projects subject to CEQA are to send a letter to the lead agency making it known they wish to be notified. The County is then obligated to send notifications inviting consultation to the requesting tribe for all subsequent projects subject to CEQA.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (25 U.S. Code 3001 et seq.) was enacted in 2001. Pursuant to the act, Federal and State institutions and museums that receive Federal funding and having possession or responsibility for collections of human remains or cultural artifacts are required to return Native American cultural items to their respective peoples. In addition, the act establishes a program of Federal grants to assist in the repatriation process and authorizes the Secretary of the Interior to assess civil penalties on museums that fail to comply.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

Riverside County Historical Commission

The Riverside County Historical Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events, and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures.

Riverside County Planning Department Procedures

The Riverside County Archaeologist reviews all proposed land use projects subject to CEQA and not otherwise deemed categorically or statutorily exempt. The Riverside County Archaeologist reviews various internal databases for information that might pertain to the age of any buildings found on site. Where buildings are 45 years or older, the project applicant is required to perform an architectural history evaluation to assess potential historic value as part of a historic evaluation or Phase I Cultural Resources study.

Vacant parcels within areas known to have prehistoric or historic resources trigger a Phase I Cultural Resources study. Similarly, any parcels with environmental, geomorphological, or vegetative features known to increase the likelihood of cultural resources being present trigger a

"Phase I" cultural resources study. Such studies are required to follow the reporting formula found on the Riverside County Planning Department's website which mirror the recommendations published by the State Historic Preservation Officer in 1987. The Riverside County Archaeologist reviews all Phase I cultural resources studies for completeness and reasonable conclusions based on current industry standards in archaeology. The Phase I study serves to advise the Riverside County Archaeologist on matters relating to any identified prehistoric or historic resources, provide the requisite information to complete the project-related CEQA analysis, and guide the Riverside County Archaeologist in determining which land use conditions of approval and/or mitigation measures apply to the proposed project.

County of Riverside General Plan

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to cultural and tribal cultural resources:

OS 19.1 Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

OS 19.2 The County of Riverside shall establish a cultural resources program in consultation with Tribes and the professional cultural resources consulting community. Such a program shall, at a minimum, address each of the following: application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; and the descendant community consultation requirements of local, State and Federal law.

OS 19.3 Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

OS 19.4 To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.

OS 19.5 Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

Land Use Element

The following policies contained in the County of Riverside Land Use Element are applicable to the project in regard to cultural and tribal cultural resources:

LU 4.5 Permit historically significant buildings to vary from building and zoning codes in order to maintain the historical character of Riverside County;

providing that the variations do not endanger human life and buildings comply with the State Historic Building Code.

Riverside County Ordinances

The following existing Riverside County Ordinances are intended to protect the County's cultural resources:

Chapter 15.72 – Historic Preservation Districts

The protection, preservation, enhancement, perpetuation, and use of resources of historic, architectural, archaeological, engineering, and cultural merit within Riverside County is necessary and required in the interest of the public's health, safety, social and cultural enrichment and general welfare.

The purpose of this chapter is to set forth reasonable and uniform procedures for historic preservation districts that do each of the following:

A. Protect, enhance and perpetuate structures, architectural styles, landmarks and irreplaceable assets that represent past eras, events, and persons important in county history, or which provide significant examples of the physical surroundings in which past generations lived.

B. Safeguard the county's historic heritage, as embodied and reflected in established historic preservation districts.

C. Stabilize and improve property values.

D. Protect and enhance the county's attractiveness to residents, tourists and visitors, and serve as a support and stimulus to business and industry.

E. Strengthen the county's economy.

F. Promote the use of historic preservation districts for the education, pleasure, prosperity and welfare of the county's residents.

Ordinance 578 – Establishment of Historic Preservation Districts

This ordinance is intended to facilitate the preservation of areas deemed historically important to the County of Riverside. The ordinance specifies that a Historic Preservation District may be established if the Riverside County Board of Supervisors adopts a resolution that includes the Historic Preservation District's boundaries and finds that the proposed Historic Preservation District is in conformity with the Cultural section of the General Plan's Multipurpose Open Space Element. It must also find that, for the county, State or nation: the area exemplifies or reflects significant aspects of the cultural, political, economic or social history; the area is identified with historic personages or with important events in history; or, that the area embodies the distinguishing characteristics of a significant architectural period which is inherently valuable for the study of architecture unique to the county, State, or nation's history.

Under this ordinance, no building or structure within the boundaries of an adopted Historic Preservation District can be constructed or altered, except in strict compliance with the plans approved in conjunction with the issuance of a Historic District Alteration Permit by the Riverside

County Planning Director. The ordinance also outlines how such certificates are to be reviewed and processed to preserve the Historic District's "historical significance and related construction theme" of the Historic District.

3.4.3. Significance Thresholds and Methodology

Significance Thresholds

Cultural Resources

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this Program EIR, the project would be considered to have a significant impact on cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

3. Disturb any human remains, including those interred outside of formal cemeteries.

Tribal Cultural Resources

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to tribal cultural resources if the project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.4.4. Project Impacts and Mitigation

Historical Resources

Impact 3.4-1 **The project would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.**

CEQA Guidelines Section 15064.5(c)(1) provides criteria for the determination of significance of impacts to both archaeological and historical resources. The following analysis addresses potential significant impacts to built environment historical resources. Potential impacts to archaeological resources are addressed under Impact 3.4-2. As noted in Table 3.4-1, a total of 23 built environment (including three combination built environment/historic archaeological) resources have been documented within the project area. Of those 23 resources, three resources have been analyzed via survey evaluation and found to be eligible for listing in the NRHP, and one resource appears eligible for listing in the CRHR. Resources that are listed in, or eligible for listing in the NRHP, are considered eligible for listing in the CRHR and are considered historical resources for the purposes of CEQA. Six of the 23 resources have been recommended ineligible for any registration program through survey evaluation. Nine of the 23 resources, including the three combination built environment/historic archaeology sites,[5] have not been formally evaluated. Two of the 23 resources were documented as eligible for local listing through survey evaluation. However, due to the age of these evaluations (1993), reevaluation is recommended to confirm eligibility status; refer to Table 3.4-1 and Appendix D.

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce CIP facilities with the potential to impact built-environment historic resources. Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that future development proposals and CIP projects are adequately reviewed for historic resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and project conditions of approval; and ensure that projects are appropriately reviewed for resources and conditioned to comply with applicable State and Federal regulations. Policy LU 4.5 ensures that land use projects with historically significant structures have flexibility to vary from existing building and zoning codes in an effort to preserve such structures; thereby, facilitating preservation of historical buildings.

The Cabazon Community Plan includes the following policies that would further preserve historic resources:

Policy LU-4.1 Community Landmarks and Identity. Support development of landmarks, signage, public art, and other features that reinforce Cabazon's unique identity and cultural heritage.

[5] These three resources are counted separately under both categories of resources; both built environment resources and archaeological resources. However, those resources are all singular resources that have multiple components of the resources that fall under both categories.

Policy LU-4.8 Community Art and Cultural Features. Encourage the incorporation of community art, monuments, and culturally meaningful features in public spaces, streetscapes, parks, and along key pedestrian routes, particularly along paths of travel to schools, community centers, and civic facilities.

Policy LU-4.9 Landmark Identify. Support the preservation and enhancement of iconic community landmarks and visitor attractions that contribute to Cabazon's identity and tourism economy.

Goal LU-6 Tribal and Cultural Resources Preservation and Enhancement. Recognize and preserve the integrity of the historic resources, cultural and Tribal Cultural Resources (defined at PRC § 21074) of the Cabazon Community Plan as resources separate from the General Plan and provide policies to recognize, preserve and enhance their preservation.

Policy LU-7.1 Recognition and Protection. Tribal Cultural and Cultural Resources are a valued part of the history of the County of Riverside. Recognize that the Cabazon Community Plan may contain significant cultural and/or Tribal Cultural Resources, including Tribal Cultural Landscapes. The County shall consult with traditionally culturally affiliated Tribes to preserve the cultural integrity of Cultural and/or Tribal Cultural Resources, Native American places, features, and cultural objects. The County of Riverside will strive to protect and preserve these resources from loss and degradation consistent with applicable laws, regulations, ordinances, guidelines, policies, and Tribal consultation requirements.

- Recognition and protect can include but is not limited to tribal consultation for:
    - Future street naming, sign design and/or branding
    - Landscape planning and design for the natural open space areas, local and regional trail networks within the proposed community parks. Recommendation for the usage and replanting of native plants with cultural value
    - Incorporation of educational signage defining the types of plants and their usage in tribal history

Policy LU-7.5 Cultural Resources Identification and Mitigation. Establish clear and responsible procedures for the identification, evaluation, and protection of known and previously unknown or undocumented Cultural and/or Tribal Cultural Resources. Require that archaeological, historic and tribal cultural resource assessments, identifications, treatment, and mitigation measures, be developed in meaningful consultation including information provided by the traditionally culturally affiliated Tribe(s), on the ground pedestrian inventory, archival research at appropriate agencies, etc., prior to approval of specific relevant future entitlements within the Cabazon Community Plan, in accordance with applicable laws and regulations. Such policies or

requirements may not apply to projects with existing entitlements, or projects that have already undergone appropriate environmental review.

Policy LU-7.10 Application of Advisory Notifications and Conditions of Approval. All future projects in the vicinity of the CCP shall apply the appropriate Advisory Notifications and Conditions of Approval as defined in the Planning Department (see Appendix D for General Information about Conditions of Approval)

- 015 Series Conditions: These are advisory conditions intended to capture the day-to-day operational standards for the project to remain in compliance with any applicable State laws, County Ordinances, and/or Mitigation Measures established by the project's CEQA analysis. These conditions do not get cleared at any point on any permits that are pulled as they are not one-time project components to be addressed (i.e. they must be complied with continuously throughout the duration of the entitled use)
- 060 Series Conditions: Any grading permit conditions that must be cleared prior to grading permit issuance (i.e. before any dirt on a property is allowed to be moved). The conditions placed at this phase are primarily associated with Archeology, Paleontology, Geology, & Biology. This may also include mitigations established by the CEQA.
- 070 Series Conditions: Any grading permits shall be cleared prior to grading permit finals (i.e. verification of compliance after all the grading has been completed on the site).
- 080 Series Conditions: All construction permits must be cleared prior to building permit issuance including, but not limited to, verifying that the construction plans are in conformance with the site plan, floor plans, and elevations approved under the Planning entitlement, as well as, any mitigations established by the CEQA analysis for construction (noise, dust mitigation, air quality, etc.)

Development occurring as part of the proposed project would be subject to detailed planning review by the Riverside County Archaeologist. As described in Section 3.4.2, *Regulatory Framework*, parcels within areas known to have historic resources would trigger a Phase I Cultural Resources study for review and approval by the Riverside County Archaeologist. The Phase I study would identify historic resources, support CEQA analysis, and guide required conditions and mitigation.

In addition to adopted General Plan policies, Riverside County Archaeologist standard procedures, and proposed policies of the Cabazon Community Plan, Mitigation Measures **CUL-1** through **CUL-6** offer a tiered mitigation approach for preservation and protection of historic resources with corresponding triggers of when they would be applicable. However, even with implementation of the existing regulatory framework, applicable General Plan policies, proposed Cabazon Community Plan policies, and Mitigation Measures **CUL-1** through **CUL-6**, the potential exists for future development and CIP projects to significantly impact historic resources due to

the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures:

CUL-1 **Avoidance of Historical Built Environment Resources.** If a project site contains a known significant built environment historic resource, project design plans shall be revised, where feasible, to avoid direct or indirect impacts to known historical built environment resources. Avoidance measures may include, but are not limited to, realignment of project components such as pipelines, utility routes, access improvements, or other ground-disturbing features to maintain protective buffers around identified resources. Avoidance shall be demonstrated to the satisfaction of the Riverside County Archaeologist prior to approval of final construction plans.

CUL-2 **Treatment of Historical Resources in Accordance with the Secretary of the Interior's Standards.** Where avoidance is not feasible and rehabilitation is proposed, project components that could affect built environment historic resources shall be designed and implemented in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards), specifically the Standards for Rehabilitation, as applicable. Prior to approval of final construction plans, the following actions shall be completed:

- A qualified architectural historian or historic architect shall evaluate the proposed project for compliance with the SOI Standards.
- If the project is not in compliance, the qualified professional shall provide recommendations for project design modifications necessary to achieve compliance with the SOI Standards.
- If compliance with the SOI Standards is determined to be infeasible, the project applicant shall implement Mitigation Measure CUL-4, or other additional mitigation identified by the Riverside County Archaeologist, to reduce impacts to the historical resource.

CUL-3 **Evaluation of Unevaluated Historic-Age Built Environment Resources.** If an unevaluated historic-age built environment resource is identified within a project's construction limits of disturbance or within the project's area of potential effects, the following measures shall be implemented to determine whether the resource qualifies as a historical resource under CEQA. A qualified architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall conduct a formal survey, recordation, and evaluation of the resource for eligibility in the California Register of Historical Resources (CRHR) pursuant to CEQA Guidelines Section 15064.5(a). The evaluation shall be sufficient to determine whether the resource is a historical resource and whether the project could cause a substantial adverse change to its significance pursuant to CEQA Guidelines Section 15064.5(b).

Documentation of the evaluation, including the methods, analysis, findings, and conclusions regarding CRHR eligibility, shall be prepared by the architectural historian and submitted to the Riverside County Archaeologist for review and concurrence.

Until the CRHR evaluation is completed and a determination is made, the resource shall be treated as a potential historical resource. If the resource is encountered during construction activities, work shall stop in the vicinity of the find and the resource shall be protected in place until appropriate evaluation and treatment measures are determined.

If the resource is determined to be a historical resource under CEQA, the following hierarchy shall apply:

- Avoidance shall be implemented where feasible, consistent with Mitigation Measure CUL-1.

- If avoidance is not feasible, the project shall implement Mitigation Measure CUL-2, and any additional mitigation identified by the Riverside County Archaeologist to reduce impacts to a less than significant level.

CUL-4 **Documentation of Historical Resources When Avoidance and Treatment Are Infeasible**. If a known built environment historical resource cannot be avoided, project impacts would result in partial or full alteration or demolition of the resource, and compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) is determined to be infeasible, the following documentation measures shall be implemented to mitigate significant adverse changes pursuant to CEQA Guidelines Section 15064.5(b)(4).

Prior to commencement of construction activities that would affect the historical resource, the project applicant shall prepare a Level II (or equivalent) Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscapes Survey (HALS), as appropriate for the type of resource. Documentation shall be prepared by a qualified historic preservation professional and shall include measured drawings, large-format photographs, and a written historical narrative describing the resource's significance and context.

To ensure long-term public access and archival preservation, copies of the completed documentation shall be submitted to a local archive identified by the County, and to other repositories or interested parties as identified by the Riverside County Archaeologist.

If implementation of the project would require demolition of a historical resource, the project applicant shall complete Mitigation Measures CUL-5 and CUL-6 in addition to this measure.

CUL-5 **Interpretation of Historical Resources.** Where a known built environment historical resource would be partially or fully altered or demolished, an interpretive program shall be prepared and implemented to communicate the resource's architectural and historical significance to the public. The interpretive program shall include one or more of the following, as approved by the Riverside County Archaeologist:

- Physical interpretation, such as on-site or off-site displays, plaques, panels, or exhibits incorporating historic documentation, photographs, drawings, or narratives; and/or
- Digital or online interpretation, such as story maps, project or agency websites, or other publicly accessible electronic media presenting the history and significance of the resource.

The interpretive program shall be reviewed and approved by the County prior to implementation. The project applicant shall provide documentation demonstrating completion of the program and provision of public access, to the satisfaction of the Riverside County Archaeologist.

CUL-6 **Salvage of Character-Defining Features.** Where a known built environment historical resource would be partially or fully altered or demolished, salvage of character-defining architectural features and materials shall be conducted to the extent feasible. Salvage activities shall comply with the following requirements:

- Salvage shall be conducted under the direction of a qualified architectural historian or historic architect.
- Removal of materials shall be carried out using careful methods to avoid unnecessary damage or loss of character-defining features.
- Salvaged materials shall be reused, where feasible, in new construction associated with the project or incorporated into interpretive features, displays, or exhibits that convey the historical significance of the resource.

The extent and disposition of salvaged materials shall be documented and submitted to the Riverside County Archaeologist for review.

Level of Significance: Significant and unavoidable impact.

Archaeological Resources

Impact 3.4-2 **The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA**

Guidelines Section 15064.5. Impacts would be significant and unavoidable.

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce CIP facilities with the potential to impact known and unknown archaeological resources. Typically, surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with most types of construction.

A total of 55 archaeological resources have been documented within the project area; refer to Table 3.4-1. Of those 55 resources, three resources[6] are combined built environment and historic-era archaeological sites that have not been evaluated for NRHP or CRHR eligibility, and eight resources have been analyzed via survey evaluation and found not to be potentially significant archaeological resources. The remaining 44 resources have not been formally evaluated for significance.

Archaeological resources that are listed in the NRHP are automatically listed in the CRHR and are archeological resources for the purposes of CEQA. No archaeological resources within the project area have been determined by the lead agency to be eligible to be listed on the NRHP. Archaeological resources are assumed to be eligible for inclusion in the CRHR until they are formally evaluated under the four criteria for designation and determined by the lead agency not to be significant. Therefore, given that the 8 resources found not to be potentially significant were only determined via survey evaluation, Appendix D treats all 55 archaeological resources as archaeological resources for the purposes of CEQA.

Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that future development proposals and CIP projects are adequately reviewed for archaeological resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and/or conditions of approval; and, that all applicable State and Federal regulations are applied as warranted. Further, the Cabazon Community Plan includes several policies that would preserve archaeological resources; refer to Impact 3.4-1 above.

Development occurring as part of the proposed project would be subject to detailed planning review by the Riverside County Archaeologist. As described in Section 3.4.2, parcels within areas known to have archaeological resources would trigger a Phase I Cultural Resources study for review and approval by the Riverside County Archaeologist. The Phase I study would identify archaeological resources, support CEQA analysis, and guide required conditions and mitigation.

In addition to adopted General Plan policies, Riverside County Archaeologist standard procedures, and proposed policies of the Cabazon Community Plan, Mitigation Measures **CUL-7**

[6] These three resources are counted separately under both categories of resources; both built environment resources and archaeological resources. However, those resources are all singular resources that have multiple components of the resources that fall under both categories.

through **CUL-14** offer a tiered mitigation approach for preservation and protection of archaeological resources with corresponding triggers of when they would be applicable.

However, even with implementation of the existing regulatory framework, applicable General Plan policies, proposed Cabazon Community Plan policies, and Mitigation Measures **CUL-7** through **CUL-14**, the potential exists for future development and CIP projects to significantly impact archaeological resources due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures:

CUL-7 **Unanticipated Resources**. The developer/permit holder or any successor in interest shall comply with the following for the life of the permit:

- If, during ground disturbance activities, unanticipated cultural resources* and/or Tribal Cultural Resources** are discovered, the following procedures shall be followed:
    - All ground disturbance activities within 100 feet of the discovered cultural resource/Tribal Cultural Resources shall be halted and the project archaeologist shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist,*** the Native American tribal representative, and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, avoidance, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
    - Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined as being a feature and/or three or more artifacts in close association with each other. Tribal Cultural Resources are also considered cultural resources.

** Tribal Cultural Resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or resources that the lead agency determines, in its discretion, are tribal cultural resources.

***If not already employed by the project developer, a County-approved archaeologist and a Native American monitor from the consulting tribe(s) shall be

employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary..

CUL-8 **Environmental Constraints Sheet (ECS) – Resource Relocation and Reburial Area.** The developer/applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the grading plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. In addition, at least one permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading or other ground-disturbing activity.

CUL-9 **Project Archaeologist/Archaeological Monitor.** Prior to the issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that a County-certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program.

- A Cultural Resource Monitoring Plan shall be developed in consultation with the monitoring tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural, and historic resources to a level that is less than significant, and address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and digitally signed copy of the monitoring plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

- Working directly under the Project Archaeologist, an adequate number of qualified archaeological monitors shall be present to ensure that all earth-moving activities are observed and shall be on-site during all ground and/or other ground-disturbing activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

- The Professional Archaeologist may submit a detailed letter to Riverside County during grading, requesting a modification to the monitoring program if circumstances are encountered that reduce or increase the need for monitoring.

CUL-10 **Feature Relocation.** For known cultural sites that cannot be avoided throughout project redesign, prior to grading permit issuance, the project supervisor and Project Archaeologist and a representative from the consulting tribe(s) shall meet on-site to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before

construction activities are allowed to start, and using professional archaeological methods, any visible artifacts associated with a feature shall be recovered and recorded, and photo documentation of each feature in situ shall occur. The current California Department of Parks and Recreation forms for the sites shall be completed and/or updated, detailing which features were relocated, the process through which this was done, and including updated maps using submeter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV monitoring report.

CUL-11 **Controlled Grading.** To address controlled grading with potential to impact bedrock milling features, a plan will be developed and included in the Cultural Resource Monitoring Plan by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation, and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report.

CUL-12 **Temporary Fencing.** Temporary fencing shall be required for the protection of known cultural site(s) during grading or other ground-disturbing activities. Prior to commencement of grading or brushing or other ground-disturbing activities, the Project Archaeologist shall confirm the site boundaries and determine an adequate buffer for protection of the site(s). The developer/applicant shall direct the installation of fencing under the supervision of the Project Archaeologist and Native American monitor. The fencing can be removed only after grading or other ground-disturbing operations have been completed.

CUL-13 **Artifact Disposition.** In the event that cultural resources are identified during ground-disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources (with the exception of sacred items, burial goods, and human remains) and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago) have been handled through the following methods:

- Historic Archaeological Resources: All historic archaeological materials recovered during archaeological investigations (including collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for Curation of Archaeological Resources, ensuring access and use pursuant to the Guidelines.

- Pre-Contact Resources: A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analyses, and

special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV report as a confidential appendix.

- The details of any disposition of artifacts shall be documented in the Phase IV report, which shall be provided prior to Grading Permit Final Inspection.

CUL-14 **Deed Restrictions.** At the conclusion of all construction activities, the project proponent and landowner shall record a deed restriction on the avoidance areas (and the reburial location, if applicable) with the County to restrict development of these areas in the future. Deed restrictions shall not disclose the nature of the avoidance areas. A copy of the deed restrictions shall be submitted to the County planning staff as proof of compliance prior to the issuance of certificates of occupancy for the project.

Level of Significance: Significant and unavoidable impact.

Human Remains

Impact 3.4-3 **The project could disturb human remains, including those interred outside of formal cemeteries. Impacts would be less than significant.**

No known human remains have been documented within the project area. Although not anticipated, ground-disturbing activities associated with the CIP and Cabazon Community Plan would have the potential to disturb human remains, particularly within or near other known archaeological sites identified in Impact 3.4-2.

In the unlikely event that human remains are discovered, the provisions set forth in California PRC Section 5097.98 and State HSC Section 7050.5 would be implemented in consultation with the assigned most likely descendant as identified by the NAHC. In this event, no further ground disturbing activities would be permitted until the County Coroner is contacted, as well as any applicable Native American tribes. The County and project applicants would be required to comply with the California Native American Graves Protection and Repatriation Act and the Federal Native American Graves Protection and Repatriation Act. These regulations would address inadvertent uncovering of human remains during grading.

Furthermore, the Cabazon Community Plan includes the following proposed policy that provides for the long-term protection of Native American human remains:

Policy LU-7.9 Native American Human Remains. Along with mandatory compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, exercise cultural sensitivity and respect for Native American human remains and burial areas. Consider feasible preservation of Native American burial sites and comply with applicable laws concerning

Native American human remains. Prohibit photography using cameras, I-phones, or other electronic devices except by the County Coroner.

With implementation of the existing regulatory framework as well as Cabazon Community Plan Policy LU-7.9, impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Tribal Cultural Resources

Impact 3.4-4	**The project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:** **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or** **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.** **Impacts would be significant and unavoidable.**

Tribal cultural resources are defined by PRC Section 21074 as either (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; or (2) resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. As noted in Section 3.4.1, *Environmental Setting*, the MBMI indicated the project area is sensitive for tribal cultural resources as part of the project's AB 52/SB 18 government-to-government consultation.

Compliance with General Plan Policies OS 19.2 through 19.4 would ensure that proposals are adequately reviewed for tribal cultural resources prior to approval; that appropriate mitigation measures are developed and incorporated into project design and/or conditions of approval; and, that all applicable State and Federal regulations protecting tribal cultural resources are applied as warranted. Furthermore, the Cabazon Community Plan includes the following proposed policies

that support meaningful government-to-government tribal consultation and provide mechanisms for the long-term protection of tribal cultural resources:

Policy LU-7.2 Tribal Consultation and Collaboration. The County shall conduct early, formal, and meaningful government to government consultation with the Tribe(s) that are traditionally culturally affiliated with the Cabazon Community Plan, pursuant to SB 18 (plan level) and AB 52 (project level). This includes working with Tribal governments to identify and prioritize areas within the Cabazon Community Plan for avoidance and preservation, and for where Open Space Conservation may be utilized for protection and preservation of Tribal Cultural Resources. Such consultation may include, but is not limited to, environmental review; identification of sites and relevant information, database(s) of site locations; Tribal and archaeological monitoring of ground disturbance, development of culturally sensitive means of preservation; and development of mitigation techniques, and methods.

Policy LU-7.3 Sacred Site Protection. The County shall strive to ensure the protection and long-term preservation of known sacred sites, as defined in SB 18, and those identified through consultation with the appropriate Tribe(s). Consider revising land use designations, development, or any activity that could disturb, damage, or diminish these sites. Protection measures, consistent with required laws and regulations, shall be guided by Tribal consultation, knowledge, and input.

Policy LU-7.4 Confidentiality. Strict confidentiality regarding the location, nature, and significance of sacred sites shall be maintained in accordance with Tribal protocols and applicable laws. Culturally appropriate legal and land use tools, including conservation easements, cultural buffers, protective zoning overlays, or open space designations shall be considered to safeguard these Tribal Cultural Resource and culturally significant areas within the Cabazon Community Plan. To the extent feasible, use planning processes, designate as open space and allocate resources and/or tax credits to prioritize the protection and integrity of any Cultural and/or Tribal Cultural Resources and Tribal Cultural Landscapes.

Policy LU-7.6 Culturally Informed Land Use Planning. Where appropriate, integrate Tribal Cultural Resources protection into land use planning by developing context-sensitive measures that prioritize avoidance, and in situ preservation of culturally sensitive areas on a plan level and a project-by-project basis. Consider the use of appropriate land use tools, such as utilizing permanent conservation strategies such as open space designations, land use overlays, and co-management agreements in consultation and coordination with culturally affiliated Tribe(s).

Policy LU-7.7 Tribal Management and Access. Support the continued cultural, ceremonial, and ecological relationship of Tribal communities to the land

and its natural and cultural resources by providing, where consistent with laws and regulations, reasonable long-term access to culturally significant resource areas, open space areas, as identified through Tribal consultation. Consider the establishment of long-term partnerships with the Tribe(s) to promote Tribal co-management of natural and cultural resources, including involvement in planning, protection, education, and land management efforts, including rehabilitation and restoration efforts.

Policy LU-7.8 Long Term Conservation Strategies. Encourage the use of permanent conservation tools to safeguard Tribal Cultural Resources and Tribal Cultural Landscapes. These may include conservation easements, protective zoning, Tribal co-management agreements, and other land use mechanisms developed in consultation with traditionally culturally affiliated Tribes to ensure meaningful and enforceable long-term protection and management of resources.

Policy LU-7.9 Native American Human Remains. Along with mandatory compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, exercise cultural sensitivity and respect for Native American human remains and burial areas. Consider feasible preservation of Native American burial sites and comply with applicable laws concerning Native American human remains. Prohibit photography using cameras, I-phones, or other electronic devices except by the County Coroner.

However, even with implementation of the existing regulatory framework, applicable General Plan policies, proposed Cabazon Community Plan policies, the potential exists for future development and CIP projects to significantly impact tribal cultural resources due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be significant and unavoidable.

Mitigation Measures: None required.

Level of Significance: Significant and unavoidable impact.

Cumulative Impacts

Impact 3.4-5	**The project would result in a significant cumulative impact related to cultural and tribal cultural resources. Impacts would be cumulatively considerable.**

Past development within the project area and surrounding region—including transportation infrastructure, utilities, flood control facilities, commercial uses, and residential development—has resulted in ground disturbance and the loss, alteration, or concealment of unknown or unevaluated cultural resources. Present and reasonably foreseeable future CIP and development projects could continue this trend, particularly where projects occur in or near areas of increased archaeological sensitivity, such as river corridors, open space, and previously undisturbed lands.

The SCIC records search demonstrates that while numerous cultural resource studies have been conducted in the project area, many previously recorded resources remain unevaluated or were evaluated under older standards. Incremental impacts from multiple projects could, over time, contribute to the cumulative loss or degradation of archaeological sites or historic-period built environment resources if not properly managed. Additionally, the area is recognized as culturally sensitive by Cahuilla and Serrano tribal representatives, and it is possible that unevaluated archaeological resources may also qualify as tribal cultural resources through ongoing consultation.

However, the CIP and Cabazon Community Plan are supported by a comprehensive, mitigation and policy framework that emphasizes avoidance and preservation in place as the preferred approach, consistent with CEQA requirements. Most projects are anticipated to occur within previously disturbed areas, which limits the potential for significant cumulative effects on intact cultural resources. For projects proposed in areas identified as having moderate to high archaeological sensitivity, the programmatic mitigation strategy requires site-specific evaluation, monitoring, and consultation prior to and during ground-disturbing activities. Where avoidance is not feasible, additional measures such as data recovery, documentation, interpretive programs, and salvage would be required to reduce impacts on cultural resources. Nonetheless, even with implementation of the mitigation and policy framework, the potential exists for future development and CIP projects to significantly impact cultural and tribal cultural resources due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Therefore, based on the project's programmatic nature, impacts would be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures **CUL-1** through **CUL-14.**

Level of Significance: Cumulatively considerable impact.

3.5. Energy Conservation

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to energy conservation.

This section is based on technical data included in Appendix B, *Air Quality/GHG/Energy Data*, and consistency analyses with the following:

- 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) (December 2022);
- County of Riverside Climate Action Plan Update (2019 CAP Update) (December 17, 2019);
- County of Riverside General Plan (General Plan) (2015);
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521); and
- The Pass Area Plan (Area Plan) (2016).

3.5.1. Environmental Setting

Electricity

Electricity usage in California for different land uses varies substantially by the types of uses in a building, types of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building.

Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Southern California Edison (SCE) maintains electrical facilities and infrastructure within the County and surrounding areas. SCE delivers power to approximately 15 million people in California. The Cabazon Community Plan Area is currently served by two substations: the Outlet P.T. Substation and the Cabazon Substation. The Outlet P.T. Substation is located on the northwest side of Cabazon Community Plan Area and includes two 12 kilovolt (kV) circuits, the Purchase Circuit, and the Stores Circuit. The Cabazon Substation is located on the west-central Cabazon Community Plan Area and includes two 12 kV circuits, the Fingal Circuit, and the Poppet

Flats Circuit. An additional 33 kV circuit, the Stubby Circuit, runs between these two substations. Moreover, multiple transmission circuits run throughout the region.

Natural Gas

Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the natural gas burned in California was used for electricity generation, and much of the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors.[1] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[2]

The Southern California Gas Company (SoCalGas) is the nation's largest natural gas distribution utility, serving more than 21 million users in more than 500 communities. The main natural gas infrastructure in the project area is composed of pipelines ranging from 0.75-inch to 6.0-inch in diameter, which run through the downtown area (located west of Winchester Road and south of Holland Road). SoCalGas maintains a natural gas transmission line which runs through the project area under Briggs Road. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies.

Energy Usage

Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, and fireplaces, as well as industrial processes and alternative fuel vehicles. Energy usage is typically quantified using the British Thermal Unit (BTU).

According to the California Energy Commission (CEC), California's total system electric generation (TSEG) in 2024 was 278,338 GWh, down 1 percent (2,802 GWh) from 2023.[3] TSEG is the sum of all utility-scale in-State generation plus net electricity imports from power plants with a nameplate capacity of at least one megawatt (MW). Clean energy resources accounted for 62 percent of California's power mix, a four percent increase from 58 percent in 2023. In-State generation was 216,181 GWh in 2024, virtually unchanged from the 2023 value of 216,047 GWh. Imported energy decreased to 62,157 GWh, down five percent (3,361 GWh) from 2023.

The electricity consumption attributable to Riverside County from 2014 to 2024 is shown in Table 3.5-1, *Electricity Consumption in Riverside County 2014-2024*.

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed April 20, 2026.
[2] Ibid.
[3] California Energy Commission, *2024 Total System Electric Generation*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation, accessed April 20, 2026.

TABLE 3.5-1 ELECTRICITY CONSUMPTION IN RIVERSIDE COUNTY 2014-2024

Year	Electricity Consumption (in megawatt-hours [MWh])
2014	15,387,691
2015	15,185,495
2016	15,289,173
2017	15,717,413
2018	15,723,849
2019	15,401,869
2020	16,318,117
2021	16,543,462
2022	17,215,293
2023	16,347,945
2024	17,418,390

Source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed April 20, 2026.

The natural gas consumption in Riverside County from 2014 to 2024 is shown in Table 3.5-2, *Natural Gas Consumption in Riverside County 2014-2024*.

TABLE 3.5-2 NATURAL GAS CONSUMPTION IN RIVERSIDE COUNTY 2014-2024

Year	Natural Gas Consumption (in therms)
2014	330,767,964
2015	353,173,769
2016	395,953,721
2017	393,244,583
2018	398,535,470
2019	452,738,162
2020	436,872,567
2021	430,080,607
2022	431,100,692
2023	451,910,210
2024	426,694,815

Source: California Energy Commission, *Natural Gas Consumption by County*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed April 20, 2026.

Automotive fuel consumption in Riverside County from 2014 to 2024 is shown in Table 3.5-3, *Automotive Fuel Consumption in Riverside County 2014-2024* (projections for the years beyond 2024 through 2027 are also shown).

TABLE 3.5-3 AUTOMOTIVE FUEL CONSUMPTION IN RIVERSIDE COUNTY 2014-2024

Year	On-Road Automotive Fuel Consumption (Gallons)	Off-Road Fuel Consumption (Gallons)
2014	882,718,035	63,962,347
2015	914,747,263	72,300,955
2016	953,702,099	74,900,692
2017	984,282,421	77,519,098
2018	987,241,376	81,270,222
2019	998,284,523	84,042,858
2020	847,057,429	87,582,285

Year	On-Road Automotive Fuel Consumption (Gallons)	Off-Road Fuel Consumption (Gallons)
2021	941,065,529	88,467,965
2022	929,111,344	103,045,294
2023	923,134,190	103,309,678
2024	916,598,353	106,643,750
2025	903,473,991	106,648,411
2026	886,381,972	106,607,102
2027	869,430,505	106,576,670

Source: California Air Resources Board, *EMFAC, Emissions Inventory*, https://arb.ca.gov/emfac/, accessed April 20, 2026; California Air Resources Board, *offroad, Off-Road Emissions Inventory*, https://arb.ca.gov/emfac/offroad/, accessed April 20, 2026.

3.5.2. Regulatory Framework

Federal

Federal Energy Policy and Conservation Act

In response to the 1973 oil crisis, Congress enacted the Energy Policy and Conservation Act (EPCA) of 1975, which established the first fuel economy standards for on-road motor vehicles in the United States. The purpose of EPCA is to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and Corporate Average Fuel Economy regulations.

Intermodal Surface Transportation Efficiency Act

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of surface transportation programs. The purpose of ISTEA is to maximize mobility and address national and local interests in air quality and energy. The ISTEA contained factors that metropolitan planning organizations (MPO) were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

In 1998, Congress enacted the Transportation Equity Act for the 21st Century, which expanded programs and initiatives established in the ISTEA legislation. The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under the ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions.

Energy Independence and Security Act

In 2007, Congress enacted the Energy Independence and Security Act of 2007 (EISA) with the purpose of increasing energy independence and efficiency. The legislation requires the Renewable Fuel Standard (RFS) to continually increase over time to reduce the reliance of

petroleum. The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

State

Discussed below are some of the key State directives and policies pertaining to energy conservation.

Warren-Alquist Act

The California legislature passed the Warren-Alquist Act in 1974. The Warren-Alquist Act created the CEC. The legislation also incorporated the following three key provisions designed to address the energy demand:

- It directed the CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

Senate Bill 1078

SB 1078 (2002) established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20 percent standard by 2018. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

Senate Bills 107, X1-2, 350, and 100

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20 percent of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) required all California utilities to generate 33 percent of their electricity from eligible renewable energy resources by 2020. According to the *2019 RPS Annual Report to the Legislature*, all of the large investor-owned utilities have reached this goal in 2018.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44 percent of the total electricity sold to retail customers in California per year by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to California by 2045. This bill requires that the achievement of 100 percent zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from nonrenewable resources is expected to be reduced based on implementation of the 60 percent RPS in 2030. Therefore, any project's reliance on nonrenewable energy sources would also be reduced.

As the electricity provider for the project site, SCE is subject to the California RPS and related California Public Utilities Commission (CPUC) regulations, which require increasing percentages of renewable and zero-carbon electricity in its supply mix, culminating in 100 percent clean electricity retail sales by 2045. SCE is also regulated under the CPUC's General Orders for the safe design and installation of new distribution infrastructure. These requirements influence the carbon intensity of electricity delivered to the project site and ensure compliance with State safety and reliability standards for electrical facilities.

Assembly Bill 1007

AB 1007 (2005) required the CEC to prepare a Statewide plan to increase the use of alternative fuels in California (*State Alternative Fuels Plan*). The CEC prepared the plan in partnership with California Air Resources Board (CARB) and in consultation with other State, Federal, and local agencies. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas (GHG) emissions, and increase in-State production of biofuels without causing a significant degradation of public health and environmental quality.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), commonly referred to as "Energy Code" or "Title 24", was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

In December 2024, the 2025 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Energy Code.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The most recent update to the CALGreen was adopted in December 2024 (2025 CALGreen) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen.

Local

Riverside County General Plan

The County of Riverside General Plan (General Plan), adopted on December 8, 2015, is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the County. The relevant policies related to energy conservation for the project include:

Air Quality Element

AQ 4.1	Require the use of all feasible building materials/methods which reduce emissions.
AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
AQ 5.1	Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
AQ 5.2	Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

AQ 20.10 Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

AQ 20.11 Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

AQ 20.12 Support programs to assist in the energy-efficient retrofitting of older affordable housing units to improve their energy efficiency, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect.

AQ 20.18 Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).

AQ 20.19 Facilitate development and siting of renewable energy facilities and transmission lines in appropriate locations.

AQ 24.1 The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation:

a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.

c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.

d. Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units.

e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect.

f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.

AQ 24.2 For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.

AQ 26.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions derived from energy generation:

a. Encourage the installation of solar panels and other energy-efficient improvements.
b. Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).
c. Facilitate development of renewable energy facilities and transmission lines in appropriate locations.
d. Facilitate renewable energy facilities and transmission line siting.
e. Provide incentives for development of local green technology businesses and locally-produced green products.
f. Provide incentives for investment in residential and commercial energy efficiency improvements.
g. Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.

AQ 26.2 For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address use of alternative energy for County operations and within the community.

Open Space Element

OS 11.1 Enforce the State Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.

OS 11.2 Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments.

OS 11.3 Permit and encourage the use of passive solar devices and other state-of-the-art energy resources.

OS 11.4 Encourage site-planning and building design that maximizes solar energy use/potential in future development applications.

OS 12.1	Allow for the development of non-electrical, direct heat uses of geothermal heat and fluids for space, agricultural, and industrial heating in situations and localities where naturally occurring hydrothermal features will not be degraded.
OS 12.2	Base all geothermal decisions on appropriate data relating to anticipated environmental, cultural, aesthetic, archaeological and social impacts.
OS 12.3	Weigh the benefits of geothermal as a viable energy source against the protection of hot springs, geysers, thermal pools, and other thermal features for their ecological, educational, and recreational values.
OS 12.4	Permit geothermal heat utilization for space heating in buildings.
OS 13.1	Encourage economic biomass conversion under sensible environmental controls.
OS 16.1	Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.
OS 16.6	Assist public buildings and institutions in converting asphalt to greenspace to address the heat island effect.
OS 16.9	Encourage increased use of passive, solar design and day-lighting in existing and new structures.
OS 16.10	Encourage installation and use of cogenerating systems where they are cost-effective and appropriate.
OS 16.11	Provide incentives, such as transfer of development rights and clustering, to private developments that provide energy efficient site design.
OS 16.12	Consider energy efficient site design and construction techniques in renovation, construction or procurement of leased spaces.
OS 16.13	Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.

Riverside County Climate Action Plan (CAP)

A Climate Action Plan (CAP) is a framework for quantifying, tracking, and reducing GHG emissions within a jurisdiction's purview. The *County of Riverside Climate Action Plan Update* (2019 CAP Update) was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 CAP. To continue reductions consistent with the State's long-term emissions reduction goals, the County would

need to reduce emissions in 2030 by 525,511 $MTCO_2e$ from an Adjusted Business as Usual (ABAU) forecast and by 2,982,947 $MTCO_2e$ from an ABAU forecast by 2050.[4]

Riverside County Ordinances

The following Riverside County Ordinances and County Board of Supervisors (BOS) policies address impacts related to global climate change and related issues, such as energy efficiency.

BOS Policy H-29, *Sustainable Building Policy:* Adopted in February 2009, this policy establishes a series of sustainable building practices to be used "in the design of [Riverside] County capital improvement project in order to reduce pollution, protect natural resources, enhance asset value, optimize building performance and create healthier workplaces for [Riverside] County employees." Among other things, use of "green" building practices include both design changes and engineering equipment features designed to reduce operating costs associated with heating, ventilation and air conditioning (HVAC) systems and lighting systems by using "as little energy as possible." Specifically, the policy states that all Riverside County building projects exceeding 5,000 square feet initiated on or after March 1, 2009, must meet the criteria for LEEDTM certification under the LEEDTM rating system or a Riverside County-approved equivalent. For renovations to existing buildings, the Board encourages the use of LEEDTM existing building (LEED-EB) criteria. The policy also sets forth a number of performance targets and goals that "should be met or exceeded."

BOS Policy H-4, *Conservation of Energy:* This policy was originally adopted by the Board in 1975, revised once in 1979 and then several times between 2001 and present, most recently in August 2010. First and foremost, the policy states that "all County [of Riverside] departments are responsible for conserving energy." It outlines an extensive list of actions to be taken by the Riverside County Economic Development Agency in its role of managing and operating County of Riverside (County) facilities. Areas covered by Economic Development Agency directives include building heating and cooling systems (i.e., reducing AC use), lighting (i.e., increasing use of fluorescent bulbs and reducing lighting use), building controls (that is, building automation systems set and monitored to only operate lighting, equipment and other electricity use only during a building's operational hours), water conservation, energy conservation programs developed in conjunction with local providers and energy efficiency programs which specify that rebates and incentives obtained for various conservation activities or purchases be used to further fund such measures. Less detailed directives applicable to all Riverside County departments are also included.

3.5.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. For the purposes of this Program Environmental Impact Report (PEIR), the project would be considered to have a significant impact on energy conservation if it would:

[4] County of Riverside, *Climate Action Plan Update*, November 2019.

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement ENE-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- Criterion 1: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- Criterion 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.
- Criterion 4: The degree to which the project complies with existing energy standards.
- Criterion 5: The effects of the project on energy resources.
- Criterion 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

Methodology

The analysis of impacts related to energy considered the potential future development of the Cabazon Community Plan and CIP.

Cabazon Community Plan

The impact analysis for the Cabazon Community Plan includes a qualitative evaluation of construction energy consumption and a quantitative evaluation of operational energy consumption. Construction energy consumption was not quantified due to the lack of detailed construction information available at this stage of project development. The operational analysis focuses on two sources of energy that are relevant to the project: building energy (electricity and natural gas) and transportation energy (fuel consumption for vehicles).

Building Energy Demand

Operational building energy consumption for maximum buildout of the Cabazon Community Plan were modeled using modeling outputs from the California Emissions Estimator Model Version 2022.1 (CalEEMod). Although buildout would occur over the next 30 years, the analysis

conservatively assumes buildout would occur in the year 2027. Land uses proposed under the Cabazon Community Plan are provided in Table 2-1, *Proposed General Plan Land Use Changes*, and depicted on Figure 2-4, *Proposed Land Use Map*.

Transportation Energy Demand

Fuel consumption associated with mobile sources for the project would primarily consist of gasoline- and diesel-fueled motor vehicles traveling to and from the proposed land uses. The default vehicle mix provided in CalEEMod 2022.1, which was based on CARB's mobile source EMission FACtor model, EMFAC, version 2021, was applied. Trip generation rates and vehicle miles traveled (VMT) for the project were based on CalEEMod outputs and the project-specific trip generated data as provided in Section 3.14, *Transportation* of this PEIR. Based on Section 3.14 and CalEEMod, implementation of the Cabazon Community Plan would generate approximately 599,837 daily vehicle trips and approximately 2 billion VMT annually. Default vehicle trip generation rates included in CalEEMod were adjusted to match the Cabazon Community Plan's trip generation estimates.

Cabazon Infrastructure Plan

A qualitative impact analysis was conducted for construction and operation of future infrastructure projects that would be implemented under the proposed CIP. Because the CIP is a program-level planning document that identifies conceptual infrastructure improvements to be implemented incrementally over an approximately 30-year horizon, and does not specify the precise timing, phasing, construction schedules, equipment types, final facility designs, or whether multiple projects or facilities would occur or operate concurrently, the location, duration, intensity, and overlap of construction and operational activities cannot be determined at this time. Therefore, both construction-related energy consumption that may occur at any one time and long-term operational energy consumption associated with individual CIP components are speculative and cannot be accurately quantified at this stage of the planning process.

3.5.4. Project Impacts and Mitigation

Consumption of Energy Resources

Impact 3.5-1	**The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts would be less than significant.**

The proposed project would include the implementation of the Cabazon Community Plan and corresponding CIP in accordance with 6th Cycle Housing Element Action H-27. The goal of the Cabazon Community Plan is to address the Community of Cabazon's land use and infrastructure needs to prepare the Cabazon area for significant anticipated growth and development, particularly as the region plans for the possibility of accommodating up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years. The CIP would support buildout of the Cabazon Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan Area.

Cabazon Community Plan

Construction-Phase Energy Use

Although no specific development projects are proposed at this time, implementation of the proposed Cabazon Community Plan would facilitate future residential, commercial, public facility, and industrial development within the project area. Specifically, the Cabazon Community Plan would accommodate up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years.

Construction activities associated with future development facilitated by the Cabazon Community Plan would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. Construction-related sources of energy consumption associated with future development would include fuel consumption from the use of off-road construction equipment, and off-site automotive fuel from the use of construction vehicles (material hauling trucks, worker commute vehicles, and vendor trips). Quantifying individual future development's construction energy consumption from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying precise construction-related emissions and impacts would be speculative. Nonetheless, a qualitative discussion of construction-related energy consumption is provided herein.

Development projects would be subject to environmental review, and specific mitigation measures would be implemented to reduce construction-related energy consumption impacts during construction (**CEQA Appendix F - Criterion 1 and Criterion 2**). Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction of individual development projects under the Cabazon Community Plan would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements (i.e., heavy-duty diesel equipment, if not in use for five minutes or more, should be turned off). Construction equipment used in the development of future projects under the proposed Cabazon Community Plan would also be required to comply with the latest EPA and CARB engine emissions standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 2, 4, and 5**).

Furthermore, to ensure construction fuel and energy are not used in a wasteful manner, future development projects would be required to implement Mitigation Measures **AQ-1**, **AQ-2**, and **AQ-4** (detailed in Section 3.2, *Air Quality*). These measures mandate strict five-minute vehicle idling limits, the use of alternatively fueled and highly efficient Tier 4 Final construction equipment, the use of grid electricity or solar power instead of temporary diesel generators where feasible, and

the implementation of traffic control plans that minimize roadway congestion and related vehicle idling.

Sourcing sustainable construction materials (recovered from waste materials) diminishes the dependency on virgin resources and simultaneously reduce the energy demand in the material production process. Studies have indicated that the employment of industrial waste as a supplementary cementitious material can achieve up to a 70 percent reduction in energy consumption during production.[5] The integration of green construction materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these materials.[6] Future development accommodated through the Cabazon Community Plan would incrementally increase the use of energy bound in construction materials such as asphalt, steel, concrete, and pipes over the 30-year development timeline; therefore, it would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or the State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**CEQA Appendix F - Criterion 5**).

Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature, and, as such, impacts would be less than significant.

Operational Phase (Long-Term) Energy Use

Electricity, natural gas, and fuel consumption associated with future development in accordance with the Cabazon Community Plan have been prepared utilizing CalEEMod and the EMFAC2021 model. Energy consumption associated with operation of the Cabazon Community Plan is shown in Table 3.5-4, *Cabazon Community Plan Annual Energy Consumption*. Refer to Appendix B for detailed energy data calculations.

As shown in Table 3.5-4, project-related electricity and natural gas usage would constitute an approximate 2.6195 percent increase over the County's annual electricity consumption, and an approximate 3.0089 percent increase over the County's annual natural gas consumption. Additionally, operational vehicle fuel consumption would increase the County's consumption by 13.3387 percent (**CEQA Appendix F - Criterion 1**).

[5] Chen, Lin, et al. *Conversion of Waste into Sustainable Construction Materials: A Review of Recent Developments and Prospects. Materials Today Sustainability*, vol. 27, no. 27, 1 Sept. 2024, pp. 100930–100930, https://doi.org/10.1016/j.mtsust.2024.100930, accessed March 19, 2026.
[6] Ibid.

TABLE 3.5-4 CABAZON COMMUNITY PLAN ANNUAL ENERGY CONSUMPTION

Energy Type	Project Annual Energy Consumption[1,2]	County Annual Energy Consumption[3,4]	Percent Increase Countywide[5]
Building Energy Consumption			
Electricity Consumption (MWh)	456,276 MWh	17,418,390 MWh	2.6195%
Natural Gas Consumption (therms)	12,838,690 therms	426,694,815 therms	3.0089%
Transportation Fuel Consumption			
Automotive Fuel Consumption (Buildout year - 2027) (gallons)	115,970,311 gallons	869,430,505 gallons	13.3387%

Notes: MWh = megawatt-hour

1. Project electricity and natural gas consumption as modeled in California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. Project fuel consumption calculated based on CalEEMod results.
2. The proposed Heavy Industrial (HI) land use was not modeled in CalEEMod because the site consists of Robertson's Ready Mix's existing mining and ready-mix processing operations, which operate under a vested rights agreement and a long term (1,000 year) lease under existing conditions. Under implementation of the Cabazon Community Plan, these lands would be redesignated as Heavy Industrial (HI) to reflect the existing operations. As the HI designation reflects existing conditions, no increase in emissions would occur and emissions presented in this table do not include the HI land use.
3. Project-related increase in electricity consumption was compared to the total consumption in Riverside County in 2024 (latest year where data is available). Countywide electricity consumption data source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed April 20, 2026.
4. Project-related increase in natural gas consumption was compared to the total consumption in Riverside County in 2024 (latest year where data is available). Countywide natural gas consumption data source: California Energy Commission, *Natural Gas Consumption by County*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed April 20, 2026.
5. On-road fuel consumption was compared with the projected Riverside County on-road fuel consumption of the first year of operation (2027). Countywide automotive (on-road) fuel consumption data source: California Air Resources Board, *EMFAC, Emissions Inventory*, https://arb.ca.gov/emfac/, accessed April 20, 2026.

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data* for CalEEMod output and detailed energy data calculations.

Building Energy Demand

The CEC developed forecasts for energy consumption and peak demand from 2024 to 2040 in support of the 2023 Integrated Energy Policy Report (2023 IEPR) for each of the major electricity and natural gas planning areas and the State based on economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[7] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[8]

Although the maximum buildout was conservatively assumed at year 2027 for modeling purposes, the proposed Cabazon Community Plan is projected to be built out over approximately 30 years. Therefore, comparing operational energy consumption of the maximum buildout of the Cabazon Community Plan against the County's 2024 baseline usage, as presented in Table 3.5-4, would be methodologically inappropriate, as it would conflate a phased, multi-decade development with a single-year baseline, thereby understating cumulative energy impacts. To provide a more rigorous analysis, the proposed project's operational energy consumption is compared against the County's projected cumulative (compound) energy demand growth over the 30-year buildout period. The compound annual growth rate projections from the CEC, electricity demand in the County is forecasted to increase approximately 68.44 percent over 30 years, while natural gas

[7] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, July 14, 2024.
[8] Based on the *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

consumption is projected to increase approximately 6.18 percent over the same period.[9] The operational energy consumption of the proposed Cabazon Community Plan would represent approximately 2.62 percent increase in electricity and 3.01 percent increase in natural gas over the projected Countywide usage across the entire buildout period. This demonstrates that the project's incremental energy demands are modest relative to the region's anticipated 30-year growth trajectory.

Development projects associated with implementation of the Cabazon Community Plan would be required to comply with the most current version of the Energy Code, which governs the energy-saving requirements of buildings. The Energy Code provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the latest Energy Code significantly reduces energy consumption. Specifically, the 2025 Energy Code encourages energy-efficient heat pumps for space and water heating and provides strategies to shift energy use away from peak demand times, and mandates solar photovoltaic (PV) systems for almost all newly constructed buildings, including single-family homes, low-rise multifamily, and most nonresidential buildings. The Energy Code is updated every three years and becomes more stringent between each update; therefore, complying with the latest Energy Code standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards (**CEQA Appendix F - Criterion 4**). It is also noted that prior to issuance of a building permit, the Riverside County Planning Department would review and verify that project plans of individual future projects demonstrate compliance with the applicable building and energy efficiency standards. To further minimize building energy consumption and promote renewable energy generation, future development projects would be required to implement Mitigation Measure **AQ-7** (detailed in Section 3.2), which requires the installation of rooftop solar energy arrays or solar canopies, cool roofs to reduce the urban heat island effect, and the use of Energy Star-rated heating, cooling, and lighting devices.

Further, the electricity provider, SCE, is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. According to the CPUC, SCE (one of the Investor-Owned Utilities serving California) has procured and contracted to be on track to either meet or surpass the 2024 annual RPS percentage target of 44 percent by utilizing banked excess procurement from past years.[10] The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of finite energy resources (**CEQA Appendix F - Criterion 4 and Criterion 5**).

[9] To calculate the compound annual growth rate, the annual electricity growth rate of 1.7 percent would be converted to decimal form and add to the starting baseline (1.0), then raise to the power 30 years, calculated as follows: $(1 + 0.017)^{30} = 1.6844$. 1.68436 represents the total value after 30 years. Subtracting the original baseline of 1.0 yields 0.68436. Convert to percentage, it yields a total increase of 68.44 percent above baseline over 30 years. Similarly, natural gas consumption is projected to grow at an annual rate of 0.2 percent, which compounds to approximately 6.18 percent over 30 years using the same methodology: $(((1 + 0.002)^{30}) - 1) * 100 = 6.18\%$.

[10] California Public Utilities Commission, *2025 California Renewables Portfolio Standard Annual Report*, November 2025.

General Plan's policies related to energy also establish a comprehensive framework to reduce energy consumption through three primary approaches: energy conservation, renewable energy development, and climate action integration (General Plan Policies AQ 4.1, AQ 4.2, AQ 5.1, AQ 5.2). New development would be required to incorporate energy-efficient site design with consideration for solar orientation, passive solar design, and shading, along with efficient mechanical systems and utilities (General Plan Policies AQ 20.10, AQ 20.11, AQ 24.1(a-c), OS 16.1). The County requires the use of all feasible building materials and efficient appliances (including water heaters, furnaces, and boiler units) to reduce emissions, while encouraging site-planning and building design that maximizes solar energy potential through active and passive solar access opportunities (General Plan Policies AQ 4.1, AQ 4.2, OS 11.2, OS 11.3, OS 11.4). Solar panel installation and renewable energy facilities, including wind, geothermal, and biomass generation, are actively encouraged and facilitated through streamlined permitting, State solar shade control enforcement, and incentives for local green technology development (General Plan Policies AQ 20.18, AQ 20.19, AQ 26.1, OS 11.1, OS 12.1-12.4, OS 13.1). All discretionary development approvals and County operations are required to align with the latest CAP (i.e., 2019 CAP Update) implementation measures, with additional incentives such as transfer of development rights and clustering provided for energy-efficient site design (General Plan Policies AQ 24.2, AQ 26.2, OS 16.11). County facilities are required to implement cogeneration systems where cost-effective, convert asphalt to greenspace to address heat island effects, and utilize waste-reduction technologies to achieve optimum energy conservation (General Plan Policies OS 16.6, OS 16.10, OS 16.13). Together, these policies reflect the County's commitment to achieving long-term sustainability by reducing energy use, increasing renewable energy production, and supporting green technology development.

It should also be acknowledged that at full build out, total electrical demand within Cabazon is projected to increase substantially, requiring major upgrades to the existing electrical system. As detailed in Section 3.15, *Utilities and Service Systems*, potential locations for new substations have been identified near existing high voltage transmission corridors, where new facilities could efficiently connect to the regional electrical grid. In addition to new substations, multiple new distribution circuits would be required to deliver electricity throughout the Community Plan Area. These circuits would generally be installed underground within roadways as development occurs and would connect neighborhoods, employment areas, and community facilities to the larger electrical system. SCE has indicated that it would design, construct, and fund the necessary substations, circuits, and related infrastructure needed to serve future development, provided that projects are planned far enough in advance to allow for system design and construction. As such, although the Cabazon Community Plan would increase the total energy consumption in the County as well as peak electrical load, the estimated peak connected electrical load at full buildout would be accommodated via implementation of the CIP; refer to Section 3.15 (**CEQA Appendix F - Criterion 3**).

Furthermore, as detailed in Section 3.15, existing natural gas transmission and distribution gas lines are located throughout the project area and are generally available for extension to serve new development. The Cabazon Community Plan does not propose or require construction of new major natural gas transmission lines, storage facilities, compressor stations, or other community-wide gas infrastructure improvements. Extension of local distribution lines to serve individual development projects would be designed, constructed, and funded by project

proponents in coordination with SoCalGas and would occur within previously disturbed roadways and utility corridors, consistent with standard utility practice and applicable regulations.

Overall, implementation of the Cabazon Community Plan would construct energy-efficient homes and non-residential buildings in accordance with State mandates and would not cause wasteful, inefficient, and unnecessary consumption of building energy during operation, or preempt future energy development or future energy conservation. Impacts would be less than significant.

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing vehicle standards and revision of existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 3.5-4 estimates the annual fuel consumed by vehicles traveling to and from future land uses proposed under the Cabazon Community Plan. Approximately 2 billion annual VMT would be generated by land uses proposed under the Cabazon Community Plan (refer to Appendix B). As indicated in Table 3.5-4, future land uses are estimated to consume approximately 115,970,311 gallons of fuel per year, which would increase the Countywide automotive fuel consumption by 13.3387 percent. It is noted that the estimates in Table 3.5-4 are conservative because average fuel economies of vehicles accessing the project area would be expected to improve under subsequent future conditions as older, less fuel-efficient vehicles are removed from circulation, and in response to improving fuel economy and emissions standards imposed on newer vehicles by EPA and CARB.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the project. However, development projects associated with the Cabazon Community Plan would be compliant with the CALGreen standards. CALGreen requires new buildings to provide electric charging infrastructure and bicycle parking spaces. These project design features would encourage and support the alternative mode of transportation and thus reduce petroleum fuel consumption. In addition, future development projects would be required to implement Mitigation Measures **AQ-6**, and **AQ-9** (detailed in Section 3.2). These measures directly reduce transportation fuel waste by mandating the installation of electric vehicle (EV) charging stations and electrical hookups for Transport Refrigeration Units to eliminate diesel idling at loading docks (Mitigation Measure **AQ-6**), and ensuring compliance with the SCAQMD WAIRE program to reduce warehouse-related mobile source emissions and encourage zero-emission fleet adoptions (Mitigation Measure **AQ-9**). (**CEQA Appendix F - Criterion 4** and **Criterion 6**)

It should be noted that the Cabazon Community Plan is designed to account for growth in the project area, which would inevitably result in greater energy demand. Nonetheless, one of the primary objectives of the Cabazon Community Plan is to reduce distances between housing, workplaces, commercial uses, and other amenities and destinations; refer to Section 2.3, *Project Objectives*. The land uses proposed under the Cabazon Community Plan would generate traffic volumes, and corresponding automotive fuel consumption, that are generally comparable to those associated with similar land uses elsewhere in the County. Therefore, while the Cabazon

Community Plan would increase traffic-related automotive fuel consumption, this does not constitute wasteful, inefficient, or unnecessary consumption of energy resources relative to the development's type and scope.

Overall, although automotive (on-road) fuel consumption associated with future projects developed in accordance with implementation of Cabazon Community Plan would be represent a considerable amount (13.3387 percent) of fuel in Riverside County, implementation of the Cabazon Community Plan would construct energy-efficient homes and non-residential buildings in accordance with State mandates and would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Impacts would be less than significant.

Cabazon Infrastructure Plan

The CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

Construction-Phase Energy Use

Construction activities associated with future infrastructures projects facilitated by the CIP would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. Construction-related sources of energy consumption associated with future development would include fuel consumption from the use of off-road construction equipment, and off-site automotive fuel from the use of construction vehicles (material hauling trucks, worker commute vehicles, and vendor trips). Quantifying individual future development's construction energy consumption from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying precise construction-related emissions and impacts would be speculative. Nonetheless, a qualitative discussion of construction-related energy consumption is provided herein.

Development projects (including future infrastructure project proposed under the CIP) would be subject to environmental review as applicable, and specific mitigation measures would be implemented to reduce construction-related energy consumption impacts during construction (**CEQA Appendix F - Criterion 1 and Criterion 2**). Fossil fuels used for construction vehicles

and other energy-consuming equipment would be used during demolition, grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction of individual infrastructure projects under the CIP would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements (i.e., heavy-duty diesel equipment, if not in use for five minutes or more, should be turned off). Construction equipment used in the development of future projects under the proposed Cabazon Community Plan would also be required to comply with the latest EPA and CARB engine emissions standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 2, 4, and 5**). Additionally, to ensure construction fuel and energy are used efficiently, future CIP infrastructure projects would be required to implement Mitigation Measures **AQ-1**, **AQ-2**, and **AQ-4** (detailed in Section 3.2). These measures mandate strict five-minute vehicle idling limits, the use of highly efficient Tier 4 Final construction equipment, the use of grid electricity instead of temporary diesel generators where feasible, and the implementation of traffic control plans to minimize roadway congestion.

Sourcing sustainable construction materials (recovered from waste materials) diminishes the dependency on virgin resources and simultaneously reduces the energy demand in the material production process. Studies have indicated that the employment of industrial waste as a supplementary cementitious material can achieve up to a 70 percent reduction in energy consumption during production.[11] The integration of green construction materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these materials.[12] Future infrastructure development accommodated through the CIP would incrementally increase the use of energy bound in construction materials such as asphalt, steel, concrete, and pipes over the 30-year development timeline; therefore, it would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or the State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**CEQA Appendix F - Criterion 5**).

Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature, and, as such, impacts would be less than significant.

[11] Chen, Lin, et al., *Conversion of Waste into Sustainable Construction Materials: A Review of Recent Developments and Prospects. Materials Today Sustainability*, vol. 27, no. 27, 1 Sept. 2024, pp. 100930–100930, https://doi.org/10.1016/j.mtsust.2024.100930, accessed March 19, 2026.
[12] Ibid.

Operational Phase (Long-Term) Energy Use

The operational analysis focuses on two sources of energy that are relevant to the project: building energy (electricity and natural gas) and transportation energy (fuel consumption for vehicles).

Operation of the CIP may include minimal energy consumption associated with building energy (electricity and natural gas) and transportation energy (fuel consumption for vehicles). The majority of the CIP projects would not increase roadway capacity or generate substantial new traffic during operations. However, most CIP projects would include periodic inspection, maintenance, and repair activities, which would result in limited vehicle trips (e.g., maintenance crews, light-duty service vehicles, and occasional equipment transport). These maintenance-related trips would be infrequent and low in intensity compared to typical traffic-generating land uses and would not represent a substantial increase in fuel consumption. In addition, due to the nature of public infrastructure projects, CIP improvements would generally not introduce new source of energy consumption (building), with the exception of wastewater collection and treatment facilities. Wastewater infrastructure may involve routine operation of equipment such as pumps, motors, and associated systems, which could require electricity and/or natural gas. However, given the limited scope and conceptual nature of these facilities at this program level, it is not feasible to quantify operational energy consumption for CIP future projects at this time.

Future development in accordance with the Cabazon Community Plan would be subject to discretionary permits and would be required to comply with all applicable General Plan policies in place to minimize energy impacts. For example, General Plan's policies related to energy also establish a comprehensive framework to reduce energy consumption through three primary approaches: energy conservation, renewable energy development, and climate action integration (General Plan Policies AQ 4.1, AQ 4.2, AQ 5.1, AQ 5.2). New development would be required to incorporate energy-efficient site design with consideration for solar orientation, passive solar design, and shading, along with efficient mechanical systems and utilities (General Plan Policies AQ 20.10, AQ 20.11, AQ 24.1(a-c), OS 16.1). The County requires the use of all feasible building materials and efficient appliances (including water heaters, furnaces, and boiler units) to reduce emissions, while encouraging site-planning and building design that maximizes solar energy potential through active and passive solar access opportunities (General Plan Policies AQ 4.1, AQ 4.2, OS 11.2, OS 11.3, OS 11.4). Solar panel installation and renewable energy facilities, including wind, geothermal, and biomass generation, are actively encouraged and facilitated through streamlined permitting, State solar shade control enforcement, and incentives for local green technology development (General Plan Policies AQ 20.18, AQ 20.19, AQ 26.1, OS 11.1, OS 12.1-12.4, OS 13.1). All discretionary development approvals and County operations are required to align with the latest CAP (i.e., 2019 CAP Update) implementation measures, with additional incentives such as transfer of development rights and clustering provided for energy-efficient site design (General Plan Policies AQ 24.2, AQ 26.2, OS 16.11). County facilities are required to implement cogeneration systems where cost-effective, convert asphalt to greenspace to address heat island effects, and utilize waste-reduction technologies to achieve optimum energy conservation (General Plan Policies OS 16.6, OS 16.10, OS 16.13). Together, these policies reflect the County's commitment to achieving long-term sustainability by reducing energy use, increasing renewable energy production, and supporting green technology development.

Individual development projects under the proposed CIP projects would be required to undergo subsequent environmental review pursuant to CEQA and would be required to comply with applicable Energy Code and CALGreen standards. Based on the minimal operational activities from future infrastructure projects, operational energy impacts associated with the CIP, including wastewater infrastructure, would be less than significant.

Conclusion

For the reasons described above, the proposed project (including the Cabazon Community Plan and the CIP) would construct energy-efficient homes and non-residential buildings in accordance with State mandates and would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. The Cabazon Community Plan is designed to account for growth in the project area, which would inevitably result in greater energy demand. Nonetheless, one of the primary objectives of the Cabazon Community Plan is to reduce distances between housing, workplaces, commercial uses, and other amenities and destinations; refer to Section 2.3. Therefore, the proposed Cabazon Community Plan and the CIP would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures **AQ-1**, **AQ-2**, **AQ-4**, **AQ-6**, **AQ-7**, and **AQ-9** in Section 3.2, *Air Quality*.

Level of Significance: Less than significant.

State or Local Plan for Renewable Energy or Energy Efficiency

Impact 3.5-2	**The project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.**

Cabazon Community Plan

The County's 2019 CAP Update contains guidance on the County's GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. Specifically, the 2019 CAP Update includes a series of Implementation Measures, some of which are relevant to the conservation of energy resources. Measures organized by source category (transportation, energy efficiency, clean energy, advanced measures, water efficiency, and solid waste). Applicable energy-related 2019 CAP Update measures, organized by main land uses proposed in the Cabazon Community Plan, include:

Residential

- Transportation
  - R2-T1: Alternative Transportation Options
  - R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County
  - R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses
  - R2-T4: Electrify the Fleet

- Energy Efficiency
  - R2-EE1: Energy Efficiency Training, Education, and Recognition in the Residential Sector
  - R2-EE2: Increase Community Participation in Existing Energy Efficiency Programs
  - R2-EE3: Home Energy Evaluations
  - R2-EE4: Residential Home Energy Renovations
  - R2-EE5: Exceed Energy Efficiency Standards in New Residential Units
- Clean Energy
  - R2-CE1: Clean Energy (Photovoltaic Solar, Wind Turbines, Off-site Renewable Projects)
  - R2-CE2: Community Choice Aggregation Program
- Advanced Measures
  - R2-L1: Tree Planting for Shading and Energy Saving
  - R2-L2: Light Reflecting Surfaces for Energy Saving
- Water Efficiency
  - R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7
  - R2-W2: Exceed Water Efficiency Standards

Commercial

- Transportation
  - R2-T1: Alternative Transportation Options
  - R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County
  - R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses
  - R2-T4: Electrify the Fleet
- Energy Efficiency
  - R2-EE6: Energy Efficiency Training, Education and Recognition in the Commercial Sector
  - R2-EE7: Increase Business Participation in Existing Energy Efficiency Programs
  - R2-EE8: Non-Residential Building Energy Audits
  - R2-EE9: Non-Residential Building Retrofits
  - R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units
- Clean Energy
  - R2-CE1: Clean Energy (Photovoltaic Solar, Wind Turbines, Off-site Renewable Projects)
  - R2-CE2: Community Choice Aggregation Program
- Advanced Measures
  - R2-L1: Tree Planting for Shading and Energy Saving
  - R2-L2: Light Reflecting Surfaces for Energy Saving
- Water Efficiency
  - R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7
  - R2-W2: Exceed Water Efficiency Standards
- Solid Waste
  - R2-S1: Reduce Waste to Landfills

Industrial

- Transportation
  - R2-T1: Alternative Transportation Options
  - R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County
  - R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses
  - R2-T4: Electrify the Fleet
- Energy Efficiency
  - R2-EE6: Energy Efficiency Training, Education and Recognition in the Commercial Sector
  - R2-EE7: Increase Business Participation in Existing Energy Efficiency Programs
  - R2-EE8: Non-Residential Building Energy Audits
  - R2-EE9: Non-Residential Building Retrofits
  - R2-EE10: Energy Efficiency Enhancement of Existing and New Infrastructure
  - R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units
- Clean Energy
  - R2-CE1: Clean Energy (Photovoltaic Solar, Wind Turbines, Off-site Renewable Projects)
  - R2-CE2: Community Choice Aggregation Program
- Advanced Measures
  - R2-L1: Tree Planting for Shading and Energy Saving
  - R2-L2: Light Reflecting Surfaces for Energy Saving
- Water Efficiency
  - R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7
  - R2-W2: Exceed Water Efficiency Standards
- Solid Waste
  - R2-S1: Reduce Waste to Landfills

As discussed, the Cabazon Community Plan facilitates future development through proposed land use and policy changes. It is noted that future development within the project area would undergo CEQA review and individual development projects would be required to evaluate consistency with the latest CAP (Mitigation Measures **GHG-1** and **GHG-2**). Further, the 2019 CAP Update's Implementation Measures would be incorporated as mitigation, as applicable, for new development.

Further, to meet energy efficiency and clean energy goals, all new construction would be required to adhere to the latest Energy Code and CALGreen standards by incorporating solar photovoltaic systems, energy-efficient building systems, and water-conserving fixtures. Additionally, as detailed above, General Plan's policies related to energy establish a comprehensive framework to reduce energy consumption through three primary approaches: energy conservation, renewable energy development, and climate action integration (General Plan Policies AQ 4.1, AQ 4.2, AQ 5.1, AQ 5.2). New development would be required to incorporate energy-efficient site design with consideration for solar orientation, passive solar design, and shading, along with efficient mechanical systems and utilities (General Plan Policies AQ 20.10, AQ 20.11, AQ 24.1(a-c), OS 16.1). The County requires the use of all feasible building materials and efficient appliances (including water heaters, furnaces, and boiler units) to reduce emissions, while encouraging site-

planning and building design that maximizes solar energy potential through active and passive solar access opportunities (General Plan Policies AQ 4.1, AQ 4.2, OS 11.2, OS 11.3, OS 11.4). Solar panel installation and renewable energy facilities, including wind, geothermal, and biomass generation, are actively encouraged and facilitated through streamlined permitting, State solar shade control enforcement, and incentives for local green technology development (General Plan Policies AQ 20.18, AQ 20.19, AQ 26.1, OS 11.1, OS 12.1-12.4, OS 13.1). All discretionary development approvals and County operations are required to align with the latest CAP (i.e., 2019 CAP Update) implementation measures, with additional incentives such as transfer of development rights and clustering provided for energy-efficient site design (General Plan Policies AQ 24.2, AQ 26.2, OS 16.11). County facilities are required to implement cogeneration systems where cost-effective, convert asphalt to greenspace to address heat island effects, and utilize waste-reduction technologies to achieve optimum energy conservation (General Plan Policies OS 16.6, OS 16.10, OS 16.13). Together, these policies reflect the County's commitment to achieving long-term sustainability by reducing energy use, increasing renewable energy production, and supporting green technology development.

Further, according to the CPUC, SCE (electricity provider for the project area) is on track to either meet or surpass the 2024 annual RPS percentage target of 44 percent by utilizing banked excess procurement of renewable energy resources from past years.[13]

Furthermore, to ensure long-term alignment with the County's energy efficiency and renewable energy targets, future development projects would be required to implement Mitigation Measures **AQ-6** and **AQ-7** (detailed in Section 3.2), which mandate the installation of EV charging infrastructure, EV-ready electrical panels, rooftop solar energy arrays, and Energy Star-rated appliances. Additionally, implementation of Mitigation Measures **AQ-1** and **AQ-2** would require the use of highly efficient, low-polluting, or all-electric construction and off-road equipment during construction. Overall, the proposed Cabazon Community Plan would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Cabazon Infrastructure Plan

The CIP consists of long-term public infrastructure projects related to domestic water supply and distribution, wastewater collection and treatment, flood control, electric power, natural gas distribution, telecommunications, and roadway right-of-way improvements. These infrastructure improvements are intended to support efficient service delivery, improve system reliability, and accommodate future development while complying with evolving State regulations related to energy efficiency, clean energy use, vehicle standards, and emissions reductions. Further, future infrastructure improvements could undergo CEQA review (if applicable) and would be required to evaluate consistency with the latest CAP (Mitigation Measures **GHG-1** and **GHG-2**). Further, the 2019 CAP Update's Implementation Measures would be incorporated as mitigation, as applicable, for new infrastructure improvements.

Due to the nature of public infrastructure projects, CIP improvements would generally not introduce new sources of energy consumption (building), with the exception of wastewater collection and treatment facilities. Wastewater infrastructure may involve routine operation of

[13] California Public Utilities Commission, *2025 California Renewables Portfolio Standard Annual Report*, November 2025.

equipment such as pumps, motors, and associated systems, which could require electricity and/or natural gas. However, given the limited scope and conceptual nature of these facilities at this program level, it is not feasible to quantify operational energy consumption for CIP future projects at this time.

Individual infrastructure projects would also be required to comply with applicable State and local regulations that promote energy efficiency and renewable energy including applicable Energy Code and CALGreen standards, other energy efficiency standards, clean fuel requirements, and electrification policies. Therefore, energy consumption associated with the CIP would not conflict with applicable plan for renewable energy or energy efficiency. Impacts would be less than significant in this regard.

Conclusion

For the reasons described above, the proposed project (including the Cabazon Community Plan and the CIP) would construct energy-efficient homes and non-residential buildings in accordance with State mandates and would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. The Cabazon Community Plan is designed to account for growth in the project area, which would inevitably result in greater energy demand. Nonetheless, one of the primary objectives of the Cabazon Community Plan is to reduce distances between housing, workplaces, commercial uses, and other amenities and destinations; refer to Section 2.3. Therefore, the proposed Cabazon Community Plan and the CIP would not obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures **AQ-1**, **AQ-2**, **AQ-6**, and **AQ-7** in Section 3.2, *Air Quality* and Mitigation Measures **GHG-1** and **GHG-2** in Section 3.7, *Greenhouse Gas Emissions*.

Level of Significance: Less than significant impact with mitigation incorporated.

Cumulative Impacts

Impact 5-3	**The project would have the potential to result in a significant cumulative impact related to energy conservation. Impacts would be less than cumulatively considerable.**

The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to SCE and SoCalGas's service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of Countywide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure.

As discussed above, although operational building energy consumption from future projects developed in accordance with implementation of Cabazon Community Plan would be above CEC's forecasts for the State and automotive (on-road) fuel consumption associated with future projects developed in accordance with implementation of Cabazon Community Plan would be

represent a considerable amount (13.3387 percent) of fuel in Riverside County, implementation of the Cabazon Community Plan would construct energy-efficient homes and non-residential buildings in accordance with State mandates. Specifically, future development project within the project area would implement Mitigation Measures **AQ-1**, **AQ-2**, **AQ-4**, **AQ-6**, **AQ-7**, and **AQ-9** (detailed in Section 3.2), which enforce strict construction equipment efficiencies, anti-idling restrictions, solar energy generation, transportation electrification, and ensure compliance with the SCAQMD WAIRE program that would reduce energy consumption. All future projects within the project area and other cumulative projects developed in accordance with the General Plan would also be subject to all applicable energy standards, as well as the objectives and policies of the General Plan and the 2019 CAP Update; projects would be required to evaluate consistency with the latest CAP Mitigation Measures **GHG-1** and **GHG-2** (as detailed in Section 3.7). Future projects within the project area and other cumulative development projects also would be required to implement any required mitigation measures on a project-by-project basis, as applicable. As such, the proposed project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. Overall, implementation of the Cabazon Community Plan, the CIP, and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impact would be less than significant.

Therefore, the proposed project's contribution to a cumulative impact would be less than cumulatively considerable**.**

Mitigation Measures: Refer to Mitigation Measures **AQ-1**, **AQ-2**, **AQ-4**, **AQ-6**, **AQ-7**, and **AQ-9** in Section 3.2, *Air Quality* and Mitigation Measures **GHG-1** and **GHG-2** in Section 3.7, *Greenhouse Gas Emissions*.

Level of Significance: Less than cumulatively considerable.

3.6. Geology and Soils

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to geology and soils.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (2015)
- Programmatic Paleontological Resources Assessment for the Cabazon Infrastructure Plan (CIP) and Cabazon Community Plan (CCP) Project, Michael Baker International (June 2026); refer to Appendix E).
- Department of Conservation Geological Survey website
- Local geologic maps of the region

3.6.1. Environmental Setting

Regional Geologic Conditions

The project area is located within western Riverside County along the eastern contact between the Transverse Ranges geomorphic province and the Peninsular Ranges geomorphic province. The Transverse Ranges are distinguished by east-west trending series of steep mountain ranges and valleys that are oblique to the normal northwest trend of most coastal California mountains. The Peninsular Ranges province is distinguished by northwest trending valleys which are subparallel to faults branching from the San Andreas Fault. The Peninsular Ranges batholith dominates the Peninsular Ranges. Other major geological features in this region include the San Bernardino Mountains, the San Gabriel Mountains, and the Mojave Desert to the north, the San Jacinto Mountains and Mojave Desert to the east, and the Pacific Coastal Plain to the west.

The County's bedrock exposures consist predominantly of igneous and metamorphic rock with sedimentary units. Alluvial valleys between the mountain ranges contain sediments with significant variation in thickness.

Faults and Seismicity

Most of Southern California is subject to ground shaking (ground motion) as a result of movement along active and potentially active fault zones in the region. The project area is in a region surrounded by seismically active fault zones and faults (i.e., the San Andreas fault zone and the San Gorgonio Pass fault); see Figure 3.6-1, *Active Fault Zones*. All of these faults run northwest/southeast. TAs shown on Figure 3.6-1, the San Gorgonio Pass fault and the San Andreas fault zone traverse through the northwestern and northeastern portions of the project area. A major earthquake associated with this fault, as well as other regional faults including those associated with the San Jacinto fault zone, could result in moderate to severe ground shaking within the project area.

Liquefaction

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction and related phenomena have been responsible for substantial structural damage in historical earthquakes and are a design concern under certain conditions. Liquefaction occurs in saturated soils that are soils in which the space between individual particles is completely filled with water. This pore water exerts a pressure on the soil particles that influence how tightly the particles themselves are pressed together.

Prior to an earthquake, pore water is typically low; however, earthquake motion can cause the pore water pressure to increase to the point where the soil particles can readily move with respect to each other. When liquefaction occurs; the strength in soil decreases and the ability of a soil deposit to support structural loads are reduced. As shown in Figure 3.6-2, *Liquefaction Zones*, the majority of the project area is identified as having a moderate potential for liquefaction.

Subsidence

Ground subsidence is the lowering of the ground surface over a wide area, most often due to withdrawal of groundwater or oil, and may be triggered by seismic events. As shown in Figure 3.6-3, *Subsidence Zones*, the majority of the project area is identified as susceptible to subsidence.[1]

Landslides

Due to steep surrounding terrain near the northern and southern boundaries of the project area, these areas are identified as low to locally moderate susceptibility to seismically induced landslides and rockfalls; refer to Figure 3.6-4, *Landslide Potential*.

Expansive Soils

Soils that expand and contract in volume (“shrink-swell” pattern) are considered to be expansive and may cause damage to aboveground infrastructure as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. As noted in the County’s General Plan Safety Element, expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins.

Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface

[1] Riverside County Information Technology, *Map My County*, https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed February 17, 2026.

improvements, such as paved roads and buildings, decrease the potential for erosion onsite, but can increase the rate and volume of runoff, potentially causing offsite erosion.

Paleontological Resources

Impacts on paleontological resources occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of paleontological resources. Fossil remains, fossil sites, fossil-producing geologic formations, and geologic formations with the potential for containing fossil remains are all considered paleontological resources or have the potential to be paleontological resources. Fossil remains are considered important if they are well-preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, and/or represent new, rare, and/or endemic taxa.

The process of assigning paleontological sensitivity to different types of sedimentary rock units has been developed by the Society of Vertebrate Paleontology Guidelines (SVP 2010, 2025) to create a standardized approach for determining potential for paleontological resources of proposed projects. The primary determining factors of these different levels of sensitivity include rock type, geologic age, and presence of prior fossil localities within a geologic formation. In accordance with these guidelines, Michael Baker International reviewed geologic maps of the region, conducted a paleontological records search at the San Diego Natural History Museum (SDNHM), and reviewed available online fossil databases and relevant literature.

Underlying Geologic Units

According to local geologic maps by Dibblee and Minch (2004) and Bedrossian et al. (2012), the project area is underlain by Holocene alluvial deposits, late Pleistocene to Holocene alluvial fan deposits, Pleistocene fanglomerate sediments, and Paleozoic and Mesozoic metasedimentary and intrusive igneous rocks. These different geologic units and their potential paleontological sensitivity are explained further in the following paragraphs.

Holocene-age (less than approximately 11,700 years old) alluvial sand and gravel deposits underlie much of the project site's lowlands and stream channels, deposited along the San Gorgonio River and its tributaries. These units consist mainly of alluvial gravel and sand of stream channels and alluvial sand and gravel of flat flood plains and valleys. These units are poorly compacted and moderately-sorted sediments derived from the local mountains. Holocene-age sedimentary deposits are not typically considered to have the potential to preserve significant fossil remains based on their relatively young geologic age, and are, therefore, assigned a low paleontological resource potential at the surface. However, these deposits may transition in the subsurface into older, Pleistocene-age sedimentary deposits These deposits span the Rancholabrean (11,000–240,000 years ago) (Bell et al. 2004). Recorded fossils from these deposits include mammoths, mastodons, horses, bison, camels, saber-toothed cats, coyotes, deer, and sloths, as well as smaller animals like rodents, rabbits, birds, reptiles, and fish. As such, these Holocene age deposits are considered to have moderate paleontological sensitivity potential at depths below 5 ft. (Jefferson 1991a, 1991b, and Miller 1971, SVP 2025).

Late Pleistocene- to Holocene-age (less than approximately 129,000 years old) alluvial deposits underlie the majority of the valley areas within the project area and may underlie Holocene-age alluvial deposits at unknown depths elsewhere within the project area. These units include Alluvial

fan deposits of the San Gorgonio Pass and Alluvial fans of gneissic rubble. These units are primarily derived from sand and gravel of the plutonic and gneissic bedrock from the San Bernardino Mountains (Dibblee and Minch 2004). Holocene-age sedimentary deposits are not typically considered to have the potential to preserve significant fossil remains based on their relatively young geologic age; however, portions of this unit are known to be of late Pleistocene-age which are generally old enough to produce fossils. Elsewhere, in the lowlands of western Riverside County, Pleistocene-age alluvial deposits have produced important fossilized remains of terrestrial vertebrates, particularly of large-bodied mammals, including ground sloth, mammoth, mastodon, camel, bison, dire wolf, saber-toothed cat, American lion, and giant short-faced bear (e.g., Anderson et al. 2002, Jefferson 1991a, Jefferson 1991b, Springer et al. 2009); however, few fossil localities have been found within San Gorgonio Pass. Based on the Pleistocene age, prior recovery of significant vertebrate fossils from similar sediments, and a lack of local instances, Pleistocene alluvial fan deposits in this area are assigned a moderate paleontological resource potential at all depths.

Pleistocene-aged (2.5 million to 11,700 years old) Fanglomerates appear in the foothills within the northeast corner of the project area. Locally named the Cabazon Fanglomerate, this sedimentary layer is a light gray and thinly-bedded mix of unsorted boulders, cobbles, and pebbles derived from the San Jacinto Mountains. Scientifically significant paleontological resources have been recovered from similar Pleistocene-age old alluvial deposits elsewhere in the County and include recorded fossil-bearing localities. These localities have yielded fossils of terrestrial mammals (e.g., mammoths, mastodons, ground sloths, dire wolves, saber-toothed cats, large and small horses, large and small camels, and bison) in addition to plant macro- and micro-fossils and microvertebrate fossils (Jefferson 1991a, 1991b; Reynolds and Reynolds 1991; Scott and Cox 2008; Springer et al. 2009, 2010; Scott 2010). Due to this unit's similarities to other highly productive Pleistocene sedimentary units in the region, this unit is given a high paleontological resource potential at all depths.

Paleozoic- to Mesozoic-age metasedimentary and intrusive igneous rocks underlie the southern margin of the project site. Intrusive igneous rocks do not preserve fossils because they form at extremely high temperatures and pressures below the Earth's surface. Similarly, metasedimentary rocks in this area have been melted at high temperatures and pressures. Intrusive igneous rocks and metasedimentary rocks in this region are assigned very low potential for paleontological resources at all depths.

Paleontological Record Searches and Literature Review

Michael Baker International requested and received a fossil locality records search through the SDNHM on Mar 5, 2026. The SDNHM records search did not find any previously known fossil localities within the project area or within one mile of the project area. However, the records search identified Late Pleistocene to Holocene alluvial fan deposits are old enough to produce fossil material and the SDNHM had records of multiple specimens (exact number not provided) collected from similar alluvial deposits within Riverside County including ground sloth, mammoth, mastodon, camel, bison, dire wolf, saber-toothed cat, American lion, and giant short-faced bear (SDNHM 2026).

A secondary paleontological records search was requested on February 6, 2026, at the Western Science Center in Hemet, California; however, the museum did not respond to the request in time for the records search to be included in this document.

Michael Baker International conducted supplemental paleontological records searches for paleontological resources from Pleistocene-aged sediments within 10 miles of the project area using the following online databases:

- University of California Museum of Paleontology Locality Search (UCMP 2026)
- The Paleobiology Database (PBDB 2026)

Localities contained within these databases do not contain specific location data and were all listed within Riverside County. Pleistocene Fanglomerate sediments were not recorded by name in these databases, so a general search of Pleistocene-aged sediments within 10 miles of the project area was completed. The records searches were limited to data available online.

The PBDB database contained 120 localities within 10 miles of the project area that contained fossil specimens from Pleistocene-aged sediments similar to those found within the project area. A search of the UCMP online fossil database yielded 11 fossil-bearing localities from Pleistocene-aged sediments within Riverside County. Precise locality coordinates are not publicly available in this database, so the localities could not be refined to within 10 miles of the project area. These localities are presented in the following table.

TABLE 3.6-1 ONLINE RECORDS SEARCH PALEONTOLOGICAL LOCALITIES WITHIN 10 MILES OF CABAZON

Collection Number	Taxa	Formation	Intervals	Distance to Project Site
PBDB 20486, 20489	*Camelops* sp., *Equus* sp.	Pauba Formation	Irvingtonian Rancholabrean	9 miles west
PBDB 20461, 20466, 20467, 20469, 20488	*Equus* sp.	Pauba Formation	Irvingtonian Rancholabrean	9 miles west
PBDB 20487	*Mammuthus* sp., *Equus* sp., *Camelops* sp., *Paramylodon harlani*, Rodentia indet., Ruminatia indet.	Pauba Formation	Irvingtonian Rancholabrean	9 miles west
PBDB 20474	Leporidae (*Sylvilagus* sp,)	Pauba Formation	Irvingtonian	9 miles west
PBDB 20459, 20465, 20471, 20473	Geomyidae (*Thomomys* sp.)	Pauba Formation	Irvingtonian	9 miles west
PBDB 2072	Leporidae (*Sylvilagus sp., Lepus sp.*), Sciuridae (*cf. Sciuridae indet.*), Geomyidae (*Thomomys bottae*), Heteromyidae (*Dipodomys* sp.), Critetidae (*Neotoma sp., Microtus sp.*), Bovidae (*Ovis canadensis*).	Pauba Formation	Irvingtonian	9 miles west
PBDB 20470	Geomyidae (*Thomomys sp.*), Heteromyidae (*Perognathinae* indet*., Dipodomys* sp.) Cricetidae (*Microtus* sp.)	Pauba Formation	Irvingtonian	9 miles west
PBDB 20468	Mylodontidae (*Paramylodon* sp.)	Pauba Formation	Irvingtonian	9 miles west

Collection Number	Taxa	Formation	Intervals	Distance to Project Site
PBDB 20464	Soricidae (*Sorex* sp.), Leporidae (*Sylvilagus* sp., *Lepus* sp.), Sciuridae (*Sciuridae* indet.), Geomyidae (*Thomomys bottae*), Heteromyidae (*Dipodomys* sp.) Cricetidae (*Peromyscus* sp., *Microtus* sp.) Equidae (*Equus* sp.) Carnivora indet.	Pauba Formation	Irvingtonian	9 miles west
PBDB 20463	Equidae (*Equus mexicanus*)	Pauba Formation	Irvingtonian	9 miles west
PBDB 20462	Leporidae (*Leporidae* indet.) Geomyidae (*Thomomys* sp.) Cricetidae (*Peromyscus* sp., *Microtus* sp.) Equidae (*Equus* sp.)	Pauba Formation	Irvingtonian	9 miles west
PBDB 20460	Talpidae (*Scapanus* sp.) Leporidae (*Sylvilagus* sp., *Lepus* sp.), Geomyidae (*Thomomys* sp.), Cricetidae (*Peromyscus* sp., *Neotoma* sp., *Microtus* sp.)	Pauba Formation	Irvingtonian	9 miles west
PBDB 20458	Leporidae indet.	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20457	Cricetidae (? *Crecetidae* indet.), Camelidae (*Camelops* sp.)	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20456, 20455	Mylodontidae (*Paramylodon harlani*)	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20454	Soricidae (*Sorex* sp.), Talpidae (*Talpidae* indet.), Mylodontidae (*Paramylodon harlani*), Leporidae (*Sylvilagus* sp.), Sciuridae (*Sciuridae* indet.), Geomyidae (*Thomomys bottae*), Heteromyidae (*Perognathinae* indet., *Dipodomys* sp.), Cricetidae (? *Peromyscus* sp., *Neotoma* sp., *Microtus californicus*), Canidae (*Canis latrans*), Mustelidae (*Mustela* sp.), Felidae (*Smilodon fatalis*), Mammutidae (*Mammut pacificus*), Elephantidae (*Mammuthus hayi*), Equidae (*Equus mexicanus*), Tapiridae (*Tapirus californicus*), Tayassuidae (? *Tayassuidae* indet.), Camelidae (*Hemiauchenia* sp., *Camelops hesternus*), Cervidae (cf. *Odocoileus* sp.), Antilocapridae (*Capromeryx* sp.), Chiroptera indet.	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20453	Leporidae indet., Geomyidae (*Thomomys* sp.), Antilocapridae (*Antilocapridae* indet.)	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20452	*Mammuthus columbi*	Pauba Fm.	Irvingtonian	9 miles west
PBDB 20442	Leporidae indet., Cerbidae (*Odocoileus* sp.) Geomyidae (*Thomomys gidleyi*), Heteromyidae (*Prodipodomys idahoensis*), Cricetidae (*Peromyscutus truei*, *Neotoma* sp., "*Microtus meadensis*"	San Timoteo Fm.- Upper member	Irvingtonian	9 miles west
PBDB 20319	Leporidae indet., Megalonychidae (*Megalonyx* sp.), Ursidae (*Arctodus* sp.) Mustelidae (*Mustelidae* indet., Canidae (*Canis edwardii*), Camelidae (*Camelops hesternus*), Cervidae (*Odocoileus hemionus*), Equidae (*Plesippus simplicidens*), Tapiridae (*Tapirus* (*Helicotapirus*) *haysii*), Geomyidae (*Thomomys* sp.), Heteromyidae (*Dipodomys* sp.), Cricetidae (*Neotoma* sp., *Arvicolinae* indet., *Ondatra idahoensis*, *Mictomys kansasensis*), Erethizontidae (*Erthizon cascoensis*)	San Timoteo Fm.- Upper member	Irvingtonian	9 miles west

Collection Number	Taxa	Formation	Intervals	Distance to Project Site
PBDB 20155	Leporidae (*Sylvilagus* sp., Leporidae indet), Geomyidae (*Thomomys* gidleyi), Heteromyidae (? *Dipodomys* sp., *Perognathinae* indet.), Cricetidae (*Sigmodon minor*, *Ondatra* sp., *Ophiomys parvus*), Equidae (*Equus* sp.)	San Timoteo Fm.- Lower member	Irvingtonian	9 miles west
PBDB 20173–20271 ("California Oaks" collection)	108 unique taxon names including: *Sylvilagus*, Leporidae, *Canis latrans*, *Mammut*, *Equus* sp., *Sigmodon*, *Camelops*, Perognathinae, *Vulpes velox*, *Megalonyx*, and Canidae.	"unnamed sandstone" formation	Irvingtonian	9-miles west
PBDB 20149	Mammalia- Msc. Unranked taxa	Pauba Fm.	Irvingtonian	9 miles west
UCMP -3245	*Odocoileus*, *Antilocapra*, *Lepus*	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP -3245	*Equus, Capromeryx*	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP -3244	*Equus*	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP -3243	*Equus, Megalonyx, Antilocapra, Odocoileus*, *Tapirus merriami*, and undifferentiated mammals.	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP -3242, -3240	*Equus bautistensis*	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP -3241	*Odocoileus*, *Equus bautistensis*	Bautista Beds	Pleistocene-Irvingtonian	Within Riverside County
UCMP RV8601	*Microtus californicus*, Microtinae, *Neotoma*	Unknown Pleistocene	Rancholabrean	Within Riverside County
UCMP V7006	Reptilia (*Gopherus*)	Unknown Pleistocene	Rancholabrean	Within Riverside County
UCMP V65248	*Equus bautistensis*, *Antilocapra*, *Mammuthus*, undifferentiated mammal	Unknown Pleistocene	Rancholabrean	Within Riverside County
UCMP V99828	Reptilia (*Gopherus*)	Chemehuevi (Sand and Gravel)	Rancholabrean	Within Riverside County

A review of relevant papers and reports identified previous paleontological sensitivity studies of a project west of Palm Springs conducted by Dudek Consulting (2020) that included records from the Natural History Museum of Los Angeles County of nearby Quaternary and Pleistocene-aged sediments containing vertebrate fossils such as bighorn sheep (*Ovis canadensis*), lizards, and rodents, as well as invertebrates such as freshwater gastropods. Many of these fossil-bearing localities are found within the same alluvial fan and Pleistocene alluvium deposits found within this project area.

3.6.2. Regulatory Framework

Federal

International Building Code

The International Building Code (IBC) is the national model building code providing standardized requirements for construction. The IBC replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (also known as the "California Building Standards Code" or CBC), and currently applies to all structures being constructed in California. The 2024 IBC is the most recent addition. The national model codes are therefore incorporated into the building codes of local municipalities, such as the CBC discussed below. The CBC includes building design and construction criteria that take into consideration the State's seismic conditions.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program (NEHRP). Under the NEHRP, four Federal agencies have responsibility for long-term earthquake risk reduction: the U.S. Geological Survey (USGS), the National Science Foundation, the Federal Emergency Management Agency (FEMA), and the National Institute of Standards and Technology (NIST). NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post-earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.

Disaster Mitigation Act (2000)

The Federal Disaster Mitigation Act (DMA; Public Law 106-390) provides the legal basis for FEMA mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need for State, local, and Indian Tribal entities to closely coordinate mitigation planning and implementation efforts. The requirement for a State mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the State level through the establishment of requirements for two different levels of State plans. DMA 2000 also established a new requirement for local mitigation plans and authorized up to seven percent of Hazard Mitigation Grand Program funds available to a State for development of State, local, and Indian Tribal mitigation plans.

Paleontological Resources Preservation Act

The Federal Paleontological Resources Preservation Act of 2002 was specifically intended to codify the generally accepted practice of limiting collection on public (Federal) land of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who obtain a permit from the appropriate State or Federal agency and agree to donate any materials recovered

to recognized public institutions where they would remain accessible to the public and to other researchers.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards including information on current landslides, landslide reporting, real time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

State

The Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to regulate development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture along known active faults. Under the A-P Act, the California State Geologist identifies areas that are at risk of surface fault rupture. The A-P Act's primary purpose is to reduce the threat to life and property, specifically from surface fault rupture, by preventing the construction of buildings used for human occupancy on the surface trace of active faults. An active fault is defined by the State Mining and Geology Board as one which has "had surface displacement within Holocene time (about the last 11,000 years)." This definition does not mean that faults that lack evidence of surface displacement within Holocene times are necessarily inactive. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity is sometimes difficult to obtain and locally may not exist.

The State of California Geological Survey (CGS), previously known as the California Division of Mines and Geology, prepared Special Publication 42 – Fault Rupture Hazard Zones (CGS, 2007) that delineates and defines active fault traces and zones that require specific studies to address rupture hazards with respect to "structure[s] for human occupancy." Any project that involves the construction of buildings or structures for human occupancy is subject to the A-P Act, and any structures for human occupancy must be located at least 50 feet from any active fault. An active fault zone, the San Andreas fault zone, traverses through the northwestern and northeastern portions of the project area; refer to Figure 3.6-1.

Seismic Hazards Mapping Act

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and minimize the loss of life and property by identifying and mitigating seismic hazards, such as those associated with strong ground shaking, liquefaction, landslides, other ground failures, or other hazards caused by earthquakes. In accordance with Public Resources Code, Chapter 7.8, Division 2, the CGS is directed to delineate "Zones of Required Investigation" (ZORI) through the Seismic Hazards Program. Cities, counties, and State agencies are directed to use CGS seismic hazard zone maps in their land use planning and permitting processes so that these hazards are identified and mitigated for development projects prior to the next major earthquake. Cities and counties affected by the zones must regulate certain development projects within them. Zones of required investigation for possible earthquake faulting, liquefaction, landslides, and tsunamis are delineated to help identify where higher building standards may be necessary for

safe development. The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Code

The California Building Code (also known as the "California Building Standards Code" or CBC) is promulgated under the *California Code of Regulations* (CCR), Title 24 (Parts 1 through 12) and is administered by the California Building Standards Commission. Local agencies must ensure the development complies with the guidelines contained beyond the CBC. Cities and counties have the ability to adopt additional building standards beyond the CBC. CBC Part 2 is based upon the 2012 International Building Code with necessary California amendments, and Part 11, named the California Green Building Standards Code, and is also called the CalGreen Code. The CBC is updated every three years: the most recent version was adopted in 2025 by the California Building Standards Commission and took effect January 1, 2026.

Public Resources Code § 5097.5

Requirements for paleontological resource management are included in Public Resources Code (PRC) Division 5, Chapter 1.7, § 5097.5, and Division 20, Chapter 3, § 30244, which state:

> *"No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor."*

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC § 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC § 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

Local

County of Riverside General Plan

Safety Element

The following policies contained in the County of Riverside General Plan Safety Element are applicable to the project in regard to geology and soils:

S 2.1 Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:

a) Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.

b) Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.

c) Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

d) Support efforts by the California Department of Conservation, California Geological Survey to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity in those areas where a through-going fault cannot be reliably located.

e) Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

S 2.2 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement process, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings.

S 2.3 Require that a State-licensed professional investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and “Shallow Ground Water” for all general construction projects, except for accessory buildings (General Plan Figure S-3).

S 2.4: Require that a State-licensed professional investigate the potential for liquefaction in areas identified as underlain by “Susceptible Sediments” for all proposed critical facilities (General Plan Figure S-3).

S 2.5 Require that engineered slopes be designed to resist seismically induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are

established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected groundshaking, using a Newmark-type deformation analysis.

S 2.6 Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically induced differential settlement.

S 2.7 Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically induced differential settlement.

S 2.8 Request the following in landslide potential hazard management zones, or when deemed necessary for compliance with the California Environmental Quality Act (CEQA), prior to the issuance of development permits or approval of project designs:

a) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.

b) Evaluations of site stability, including any possible impact on adjacent properties.

c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, shall be prepared by State-licensed professionals.

S 2.9 Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be adequately mitigated against these hazards, as feasible. Any development in hillside areas should prepare drainage plans to direct runoff and drainage away from potentially unstable slopes. New developments should incorporate hillside design techniques and features to mitigate and support slope stability.

S 2.10 Identify and request mitigation of onsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.

S 2.11 Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

S 2.12 Conduct mitigation on existing public property, and support mitigation activity on private property through any appropriate programs, located on unstable hillside areas, especially slopes with recurring failures where unincorporated Riverside County property or public right-of-way is threatened from slope instability, or where considered appropriate and

urgent by the Riverside County Engineer, Fire Department, or Sheriff Department.

S 2.13 Consider establishing neighborhood and building design standards that minimize landslide hazards in high landslide susceptibility areas. S 2.14 Encourage building retrofits that improve resiliency to geologic and seismic hazards.

S 3.1 Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act:

a) Preliminary geotechnical and geologic investigations.

b) Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.

c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by State-licensed professionals.

S 3.2 Require that stabilized landslides be provided with redundant drainage systems. Provisions for the maintenance of subdrains must be designed into the system.

S 3.3 Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.

S 3.4 Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.

S 3.5 During permit review, identify and encourage mitigation of onsite and offsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.

S 3.6 Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

S 3.7 Support mitigation on existing public and private property located on unstable hillside areas, especially slopes with recurring failures where County property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the County Engineer, Fire, or Sheriff Department.

S 3.8 Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in [General Plan] Figure S-7 and the Technical Background Report [i.e., General Plan Appendix H], prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto and Elsinore valleys, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

S 7.7 Strengthen the project permit and review process to ensure that proper actions are taken to reduce hazard impacts and to encourage structural and nonstructural design and construction. Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated.

a) Ensure that special development standards, designs, and construction practices reduce risk to tolerable levels for projects involving critical facilities, large-scale residential development, and major commercial and industrial development through conditional use permits and the subdivision review process. If appropriate, impact fees should be assessed to finance required actions.

b) Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.

c) Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, be designed for easy maintenance, and have redundant back up lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.

d) Review proposed uses of fault setback areas closely to ensure that County infrastructure (roads, utilities, drains) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the County for the potential costs of repair.

S 7.11 Coordinate with the [California] Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:

a) Extend through areas of high liquefaction potential.

b) Cross active faults.

c) Traverse earth cracks or landslides.

S 7.13 Develop a system to respond to short-term increase in hazard on the southern San Andreas fault based on probabilities associated with foreshocks.

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to geology and soils:

LU 12.1 Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation:

a) Require that hillside development minimize alteration of the natural landforms and natural vegetation. b. Allow development clustering to retain slopes in natural open space whenever possible.

b) Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.

c) Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive.

d) Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is identified in a soils and geology report which has been accepted by the County.

e) In areas at risk of flooding, limit grading, cut and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to geology and soils:

OS 19.6 Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

OS 19.7 Whenever existing information indicates that a site proposed for development has low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified, and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.

OS 19.8 Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources onsite and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

OS 19.9 Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.

Pass Area Plan

PAP 19.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

PAP 20.2 Protect life and property and maintain the character of the Pass through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Slope and Instability Hazards section of the General Plan Safety Element the Environmentally Sensitive Lands section of the Multipurpose Open Space Element and the policies found within the Rural Mountainous and Open Space land use designations of the Land Use Element.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are intended to reduce impacts concerning geology and soils:

Ordinance No. 457, *Riverside County Building and Fire Codes:* Every three years, Riverside County's Building and Fire Codes are adapted from the CBC (CCR Title 24), which includes both building and fire codes. These codes establish site-specific investigation requirements, construction standards and inspection procedures to ensure that development authorized by the County of Riverside (County) does not pose a threat to the health, safety or welfare of the public. The CBC contains minimum baseline standards to guard against unsafe development. This ordinance also adopts, in some cases with modification to a stricter standard, a number of California's Title 24 codes (fire, building, plumbing, electrical, etc.). The Riverside County

Department of Building and Safety provides technical expertise in reviewing and enforcing these codes.

Ordinance No. 547, *Implementation of the Alquist-Priolo Earthquake Fault Zoning Act***:** This ordinance establishes the policies and procedures used by Riverside County to implement the Alquist-Priolo Act. Among other things, it requires all projects proposed within an "earthquake fault zone," as shown on the maps prepared by the State Geologist to comply with the Alquist-Priolo Act provisions. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design and earthquake fault zone setbacks.

Ordinance No. 484, *Control of Blowing Dust:* This ordinance establishes requirements for the control of blowing sand within County-designated "Agricultural Dust Control Areas." It defines activities that may contribute to wind erosion, identifies restrictions on activities within these areas, establishes penalties for violation of the ordinance, and identifies procedures necessary to obtain a valid permit.

Chapter 15.60, *Earthquake Fault Area Construction Regulations*: Riverside County Ordinances Chapter 15.60 codifies the A-P Act (PRC, § 2621, et seq.) requirements and the State Mining and Geology Board adopted policies and criteria. Specifically, Riverside County Code (RCC) Section 15.60.030 requires that applications for a permit for a project that lies within an earthquake fault zone shown on the maps prepared by the State Geologist pursuant to the A-P Act be accompanied by a geologic report or request for waiver thereof.

Ordinance No. 650, *Sewer Discharge in Unincorporated Territory of the County*: Ordinance No. 650 establishes a variety of regulations regarding onsite wastewater treatment systems, including that the type of sewage facilities installed be determined on the basis of location, soil porosity, site slope, and groundwater level, and designed to receive all sanitary sewage from the property based on the higher volume estimation as determined by either the number of bedrooms or plumbing fixture unit counts.

County of Riverside Municipal Code

Chapter 16.52 – Soil Erosion

The requirements of Chapter 16.52 – Soil Erosion apply to future development in areas with soils that are susceptible to wind erosion. If soils on future developments are determined to be susceptible to wind erosion as defined in the Chapter then projects are required to implement best management practices (BMPs) such as solid masonry walls, vegetation windbreaks, stabilizing ground cover and/or materials, landscape irrigation systems and the establishment of a homeowner's association or improvement district to maintain erosion control.

3.6.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this Program Environmental Impact Report (PEIR), the project would be considered to have a significant impact on geology and soils if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

    a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

    b. Strong seismic ground shaking.

    c. Seismic-related ground failure, including liquefaction.

    d. Landslides.

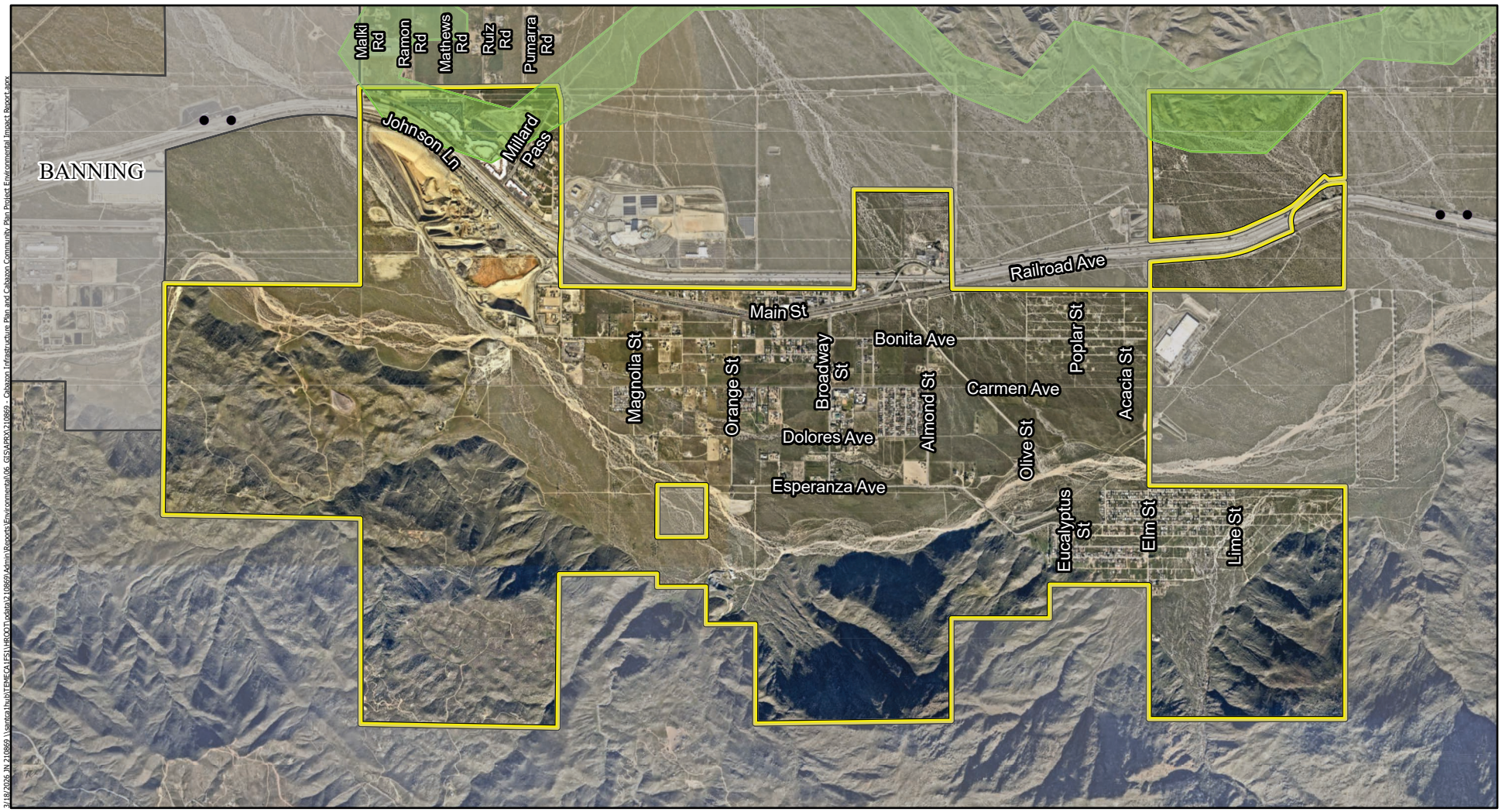
2. Result in substantial soil erosion or the loss of topsoil.

3. Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.

4. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.



Legend

- Cabazon Community Plan Boundary
- Fault Zones
- City Boundary

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2026 Nearmap Imagery

Michael Baker INTERNATIONAL

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Active Fault Zones

Figure 3.6-1

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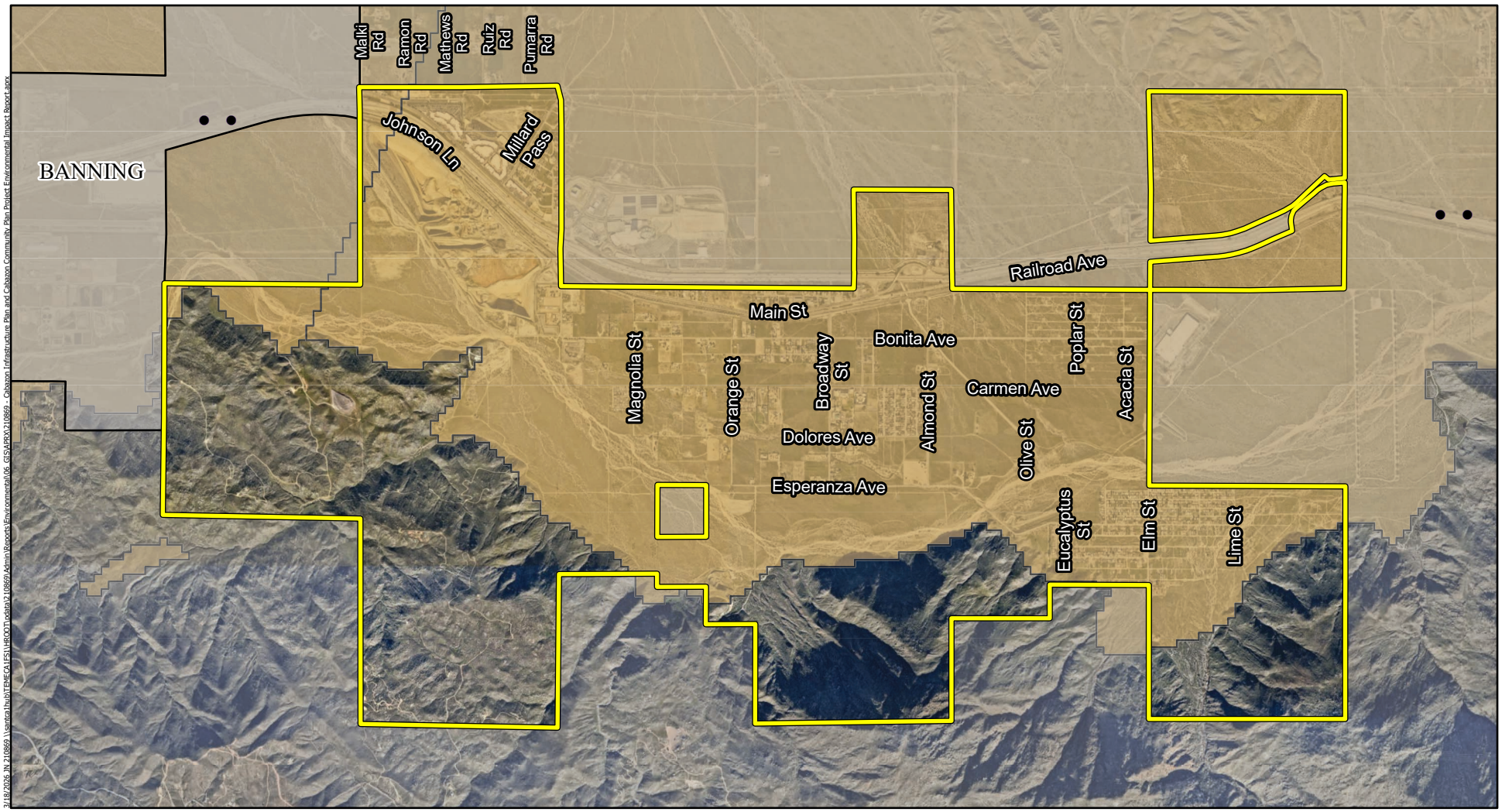

Legend

- Cabazon Community Plan Boundary
- City Boundary

Liquefaction Susceptibility

- Moderate

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0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2026 Nearmap Imagery

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Liquefaction Zones

Figure 3.6-2

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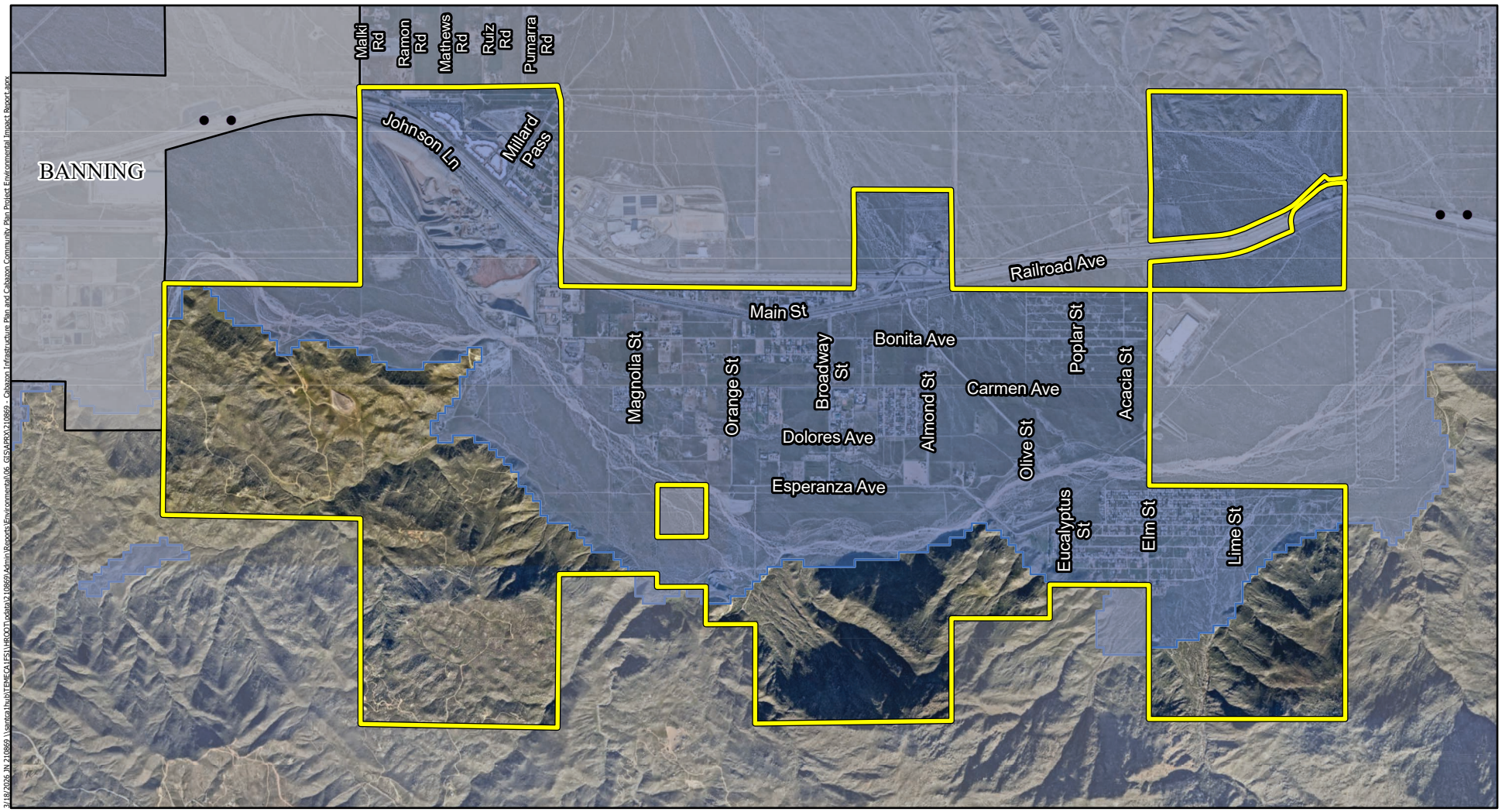

Legend

- Cabazon Community Plan Boundary
- Subsidence
- City Boundary

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2026 Nearmap Imagery

Michael Baker INTERNATIONAL

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Subsidence Zones

Figure 3.6-3

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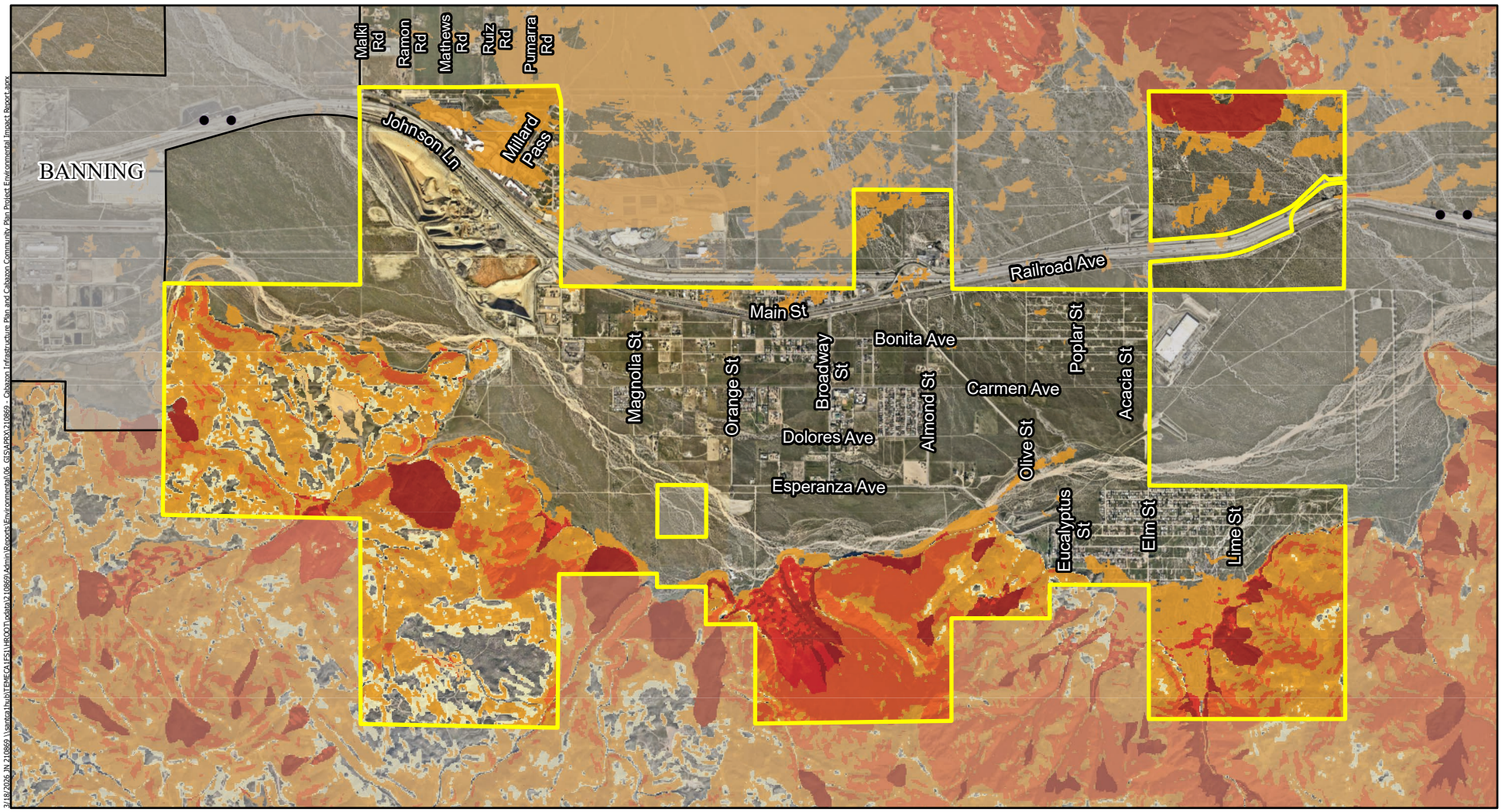

Legend

- Cabazon Community Plan Boundary
- City Boundary

Landslide Susceptibility Level

3	7	10
5	8	
6	9	

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0 0.5 1 Miles

Source: Esri, ArcGIS Online, California Department of Conservation, Riverside County, 2026 Nearmap Imagery

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Landslide Potential

Figure 3.6-4

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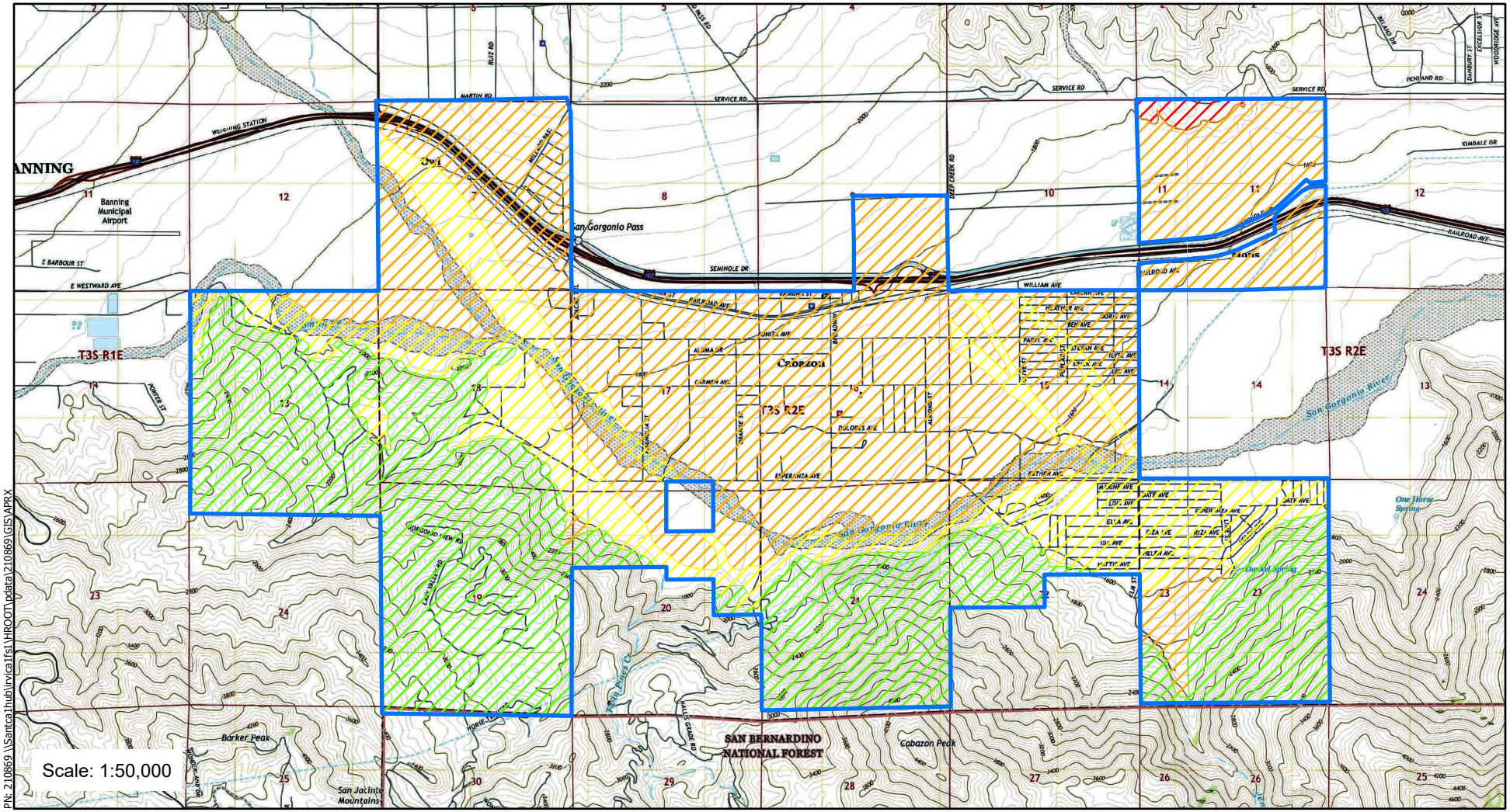

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Legend

Project Area

Cabazon PEIR

- 4 High Sensitivity
- 3 Moderate Sensitivity
- 2 Low Sensitivity
- 1 Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: USGS National Geologic Map Database, Cabazon & White Water USGS 7.5-Minute topographic quadrangle maps:<FNT style="Italic"> Cabazon, California</FNT>

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Paleontological Sensitivity

Figure 3.6-5

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3.6.4. Project Impacts and Mitigation

Risk of Loss, Injury, or Death Involving Rupture of Alquist-Priolo Fault

Impact 3.6-1a	**The project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Impacts would be less than significant.**

The San Andreas fault zone traverses through the northwestern and northeastern portions of the project area; refer to Figure 3.6-1.

The County's General Plan Safety Element contains policies intended to minimize the impact of seismic and geologic hazards on Riverside County's citizens, property, and economy. Future development activities and CIP projects proposed within the San Andreas fault zone would specifically be subject to General Plan Policy S 2.1, which would require measures to minimize fault-rupture hazards through enforcement of the Alquist-Priolo Earthquake Fault Zoning Act, including requiring geologic studies/analyses (and, where applicable, trenching) for certain structures near Quaternary-to-historic faults, and requiring lifelines to be designed to withstand fault crossings without failure. In addition, the County would enforce Ordinance No. 547, *Implementation of the Alquist-Priolo Earthquake Fault Zoning Act***,** to require all projects proposed within the San Andreas fault zone to comply with the Alquist-Priolo Act provisions. Future development would be reviewed against Ordinance No. 547's regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design and earthquake fault zone setbacks.

Additionally, the proposed Cabazon Community Plan includes the following policy applicable to future development in regard to seismic hazard protection:

INF-2.6	Require development to comply with seismic and geologic hazard policies of the Riverside County General Plan and Multi-Jurisdictional Local Hazard Mitigation Plan.

Following compliance with the established regulatory framework described above, in addition to proposed Cabazon Community Plan Policy INF-2.6, impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

Impact 3.6-1b	**The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant.**

The project area lies within a region of active faulting and seismicity in Southern California. As shown on Figure 3.6-1, the San Gorgonio Pass fault traverses through the northwestern and northeastern portions of the project area. A major earthquake associated with this fault, as well as other regional faults including those associated with the nearby San Jacinto fault zone, could result in moderate to severe ground shaking within the project area.

The County's General Plan Safety Element contains policies intended to minimize the impact of seismic and geologic hazards on Riverside County's citizens, property, and economy. Future development activities and CIP projects would specifically be subject to General Plan Policies S 7.7 and S 7.11, which require the County to strengthen project review and permitting to reduce hazard impacts through structural and nonstructural design measures; require special development standards, construction practices, and, where appropriate, mitigation measures and impact fees for critical facilities and major development in hazard areas; require planned lifeline utilities to be designed, upgraded, and provided with safety features and redundancy where unstable slopes, earth cracks, active faults, or liquefaction hazards cannot be avoided; require close review of proposed uses within fault setback areas to avoid placing County infrastructure at undue risk; and require coordination with the PUC and/or use of the Capital Improvement Program to strengthen, relocate, or otherwise safeguard major utility lines and conduits that extend through high liquefaction areas, cross active faults, or traverse earth cracks or landslides.

Additionally, the proposed Cabazon Community Plan includes proposed Policy INF-2.6 to require future development to comply with seismic and geologic hazard policies of the Riverside County General Plan and Multi-Jurisdictional Local Hazard Mitigation Plan.

Following compliance with the established regulatory framework described above, in addition to proposed Cabazon Community Plan Policy INF-2.6, the project would result in a less than significant impact concerning seismic-related seismic ground shaking.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Risk of Loss, Injury, or Death Involving Seismic-related Ground Failure

Impact 3.6-1c	**The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Impacts would be less than significant.**

As depicted on Figure 3.6-2, the majority of the project area is identified as having a moderate liquefaction susceptibility. Therefore, future development and CIP projects accommodated by the Cabazon Community Plan and CIP could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The General Plan Safety Element contains policies intended to minimize the impact of seismic-related ground failure on Riverside County's citizens, property, and economy. Future development activities and CIP projects would specifically be subject to General Plan Policies S 2.2 through S.2.7, which would require geological and geotechnical investigations in areas with potential for liquefaction, landsliding, or settlement; require State-licensed professionals to evaluate liquefaction hazards for general construction projects and critical facilities in susceptible sediment and shallow groundwater areas; require engineered slopes to be designed to resist seismically induced failure using site-specific analyses; and require over-excavation and fill-depth limitations for cut-and-fill lots to reduce the potential for seismically induced differential settlement.

In addition, the County would enforce Ordinance No. 457, *Riverside County Building and Fire Codes*, which establish site-specific investigation requirements, construction standards and inspection procedures to ensure that development does not pose a threat to the health, safety or welfare of the public. Future projects would also be subject to RCC Chapter 15.60.050, *Geologic Report,* requiring preparation of a Geologic Report that would evaluate soils, differential settlement, compaction capability and expansiveness and prescribe soil compaction and remediation specifications in order to minimize potential hazards to future development as a result of liquefaction. Additionally, the proposed Cabazon Community Plan includes proposed Policy INF-2.6 to require future development to comply with seismic and geologic hazard policies of the Riverside County General Plan and Multi-Jurisdictional Local Hazard Mitigation Plan.

Following compliance with the established regulatory framework described above, in addition to proposed Cabazon Community Plan Policy INF-2.6, the project would result in a less than significant impact concerning liquefaction.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Risk of Loss, Injury, or Death Involving Landslides

Impact 3.6-1d	**The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.**

As depicted on Figure 3.6-3, the northern and southern boundaries of the project area are identified as having landslide potential due to surrounding steep terrain. Therefore, future development and CIP projects within the project area would be subject to seismic-related ground failure, including landslides.

The General Plan Safety Element contains policies intended to minimize the impact of landslides on Riverside County's citizens, property, and economy. Future development activities and CIP projects in these areas would specifically be subject to General Plan Policy S 2.2, which requires geological and geotechnical investigations in areas with potential for earthquake-induced hazards, including landslides. Further, General Plan Policies S 2.8 through S 2.14 would be required, which address landslides, rockfalls, and debris flows. Future projects would also be subject to RCC Chapter 15.60.050, *Geologic Report,* which requires preparation of a Geologic Report that would evaluate hillside slopes and soil content to minimize potential hazards to future development as a result of landslides. Additionally, the proposed Cabazon Community Plan includes proposed Policy INF-2.6 to require future development to comply with seismic and geologic hazard policies of the Riverside County General Plan and Multi-Jurisdictional Local Hazard Mitigation Plan.

Following compliance with the established regulatory framework described above, in addition to proposed Cabazon Community Plan Policy INF-2.6, the project would result in a less than significant impact concerning landslides.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Soil Erosion or Loss of Topsoil

Impact 3.6-2	**The project could result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.**

Construction Impacts

Future development implemented under the Cabazon Community Plan and CIP has the potential to result in substantial soil erosion or the loss of topsoil. Construction activities associated with future development within the project area would involve vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in erosion and sedimentation on and off a development site. Such impacts would be considered potentially significant unless mitigated. Potential air quality impacts concerning soil erosion are discussed further in Section 3.2, *Air Quality* and potential impacts concerning sedimentation are discussed further in Section 3.9, *Hydrology and Water Quality*.

National Pollutant Discharge Elimination System (NPDES) Phase II storm water permitting programs regulate storm water quality from construction sites, including potential effects associated with erosion and sedimentation. Where future development projects would disturb one or more acres of soil, or where a project would disturb less than one acre but would be part of larger development plan that totals one or more acres, the NPDES permitting process requires coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Prior to construction-related grading, an applicant would be required to file a Notice of Intent to comply with the General NPDES Permit issued to the Regional Water Quality Control Board and prepare a Stormwater Pollution Prevention Program (SWPPP), which addresses the measures that would be included to minimize and control construction and post-construction runoff to the "maximum extent practicable." The SWPPP would include erosion-control and sediment-control BMPs to be implemented throughout the construction process, which would prevent or reduce erosion. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. In addition, future development would be subject to compliance with RCC Chapter 16.52, *Soil Erosion*, which requires future development to implement certain BMPs if it is located on soils subject to wind erosion.

Future development projects in the project area would be required to submit grading plans, which would be accompanied by a geotechnical investigation and drainage calculations, to obtain the required grading permits. To reduce potentially significant impacts associated with soil erosion, future development would be required to comply with the NPDES Permit regulations, which require development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed Construction General Permit measures to control potential construction-related pollutants. Following compliance with the applicable Federal, State and local regulations, the project would not result in substantial soil erosion and a less than significant impact would occur in this regard.

Operational Impacts

Future development associated with implementation of the Cabazon Community Plan and CIP could be subject to erosion or loss of topsoil as a result of water and/or wind conditions. As discussed in Section 3.9, *Hydrology and Water Quality*, future development would be required to prepare a project-specific drainage analysis and a Water Quality Management Plan (WQMP) to satisfy local, State, and Federal water quality requirements. The drainage and water quality analyses would provide recommendations to reduce potential impacts, which may include post-development BMP including site design/low impact development (LID), source control, treatment control (where feasible and applicable), and hydromodification measures as applicable. Upon adherence to the requirements of the NPDES, MS4 General Permit and RCC Chapter 13.12, *Stormwater Drainage System Protection Regulations*, project operational impacts related to erosion or loss of topsoil would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Unstable Geologic Unit or Soil

Impact 3.6-3	**The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.**

Refer to Impact 3.6-1c and 3.6-1d for a discussion concerning landslides and liquefaction.

Lateral Spreading

Lateral spreading could occur on unstable geological units or soils within future development sites. Future development would be subject to General Plan Policies S 2.2 through S.2.7, S 3.5, and S.3.8, and would also be subject to RCC Chapter 15.60.050, *Geologic Report,* in requiring preparation of a Geologic Report that would evaluate soil composition and strength and prescribe measures (i.e., reinforcing steel in foundations, drainage control devices, over-excavation and remediation of soils) in order to minimize potential hazards to future development as a result of lateral spreading. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning lateral spreading.

Subsidence

Ground subsidence can disrupt surface drainage, reduce aquifer system storage, form earth fissures, and damage wells, buildings, roads, and utility infrastructure. Regional subsidence generally damages structures that are sensitive to slight changes in elevations, such as canals, sewers, and drainages. Future development would be subject to General Plan Policies S 2.2 through S.2.7, S 3.5, and S.3.8, and would also be subject to RCC Chapter 15.60.050, *Geologic Report,* in requiring preparation of a Geologic Report that would evaluate soil composition and strength and prescribe measures (i.e., over-excavation, remediation of soils and compaction) in order to minimize potential hazards to future development as a result of subsidence. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning subsidence.

Collapse

Collapse occurs following the wetting and loading of unsaturated materials (unconsolidated sediments), but soils with higher moisture content such as quick clays may undergo collapse as well. Future development would be subject to General Plan Policies S 2.2 through 2.7 and S 3.8, and would also be subject to RCC Chapter 15.60.050, *Geologic Report,* in requiring preparation of a Geologic Report that would evaluate soil composition and strength and prescribe measures (i.e., over-excavation, infill of non-collapsible soils, drainage control devices and compaction) in order to minimize potential hazards to future development as a result of collapsible soils. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning collapsible soils.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Expansive Soils

Impact 3.6-4	**The project could be located on expansive soils, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Impacts would be less than significant.**

Soils that expand and contract in volume ("shrink-swell" pattern) are considered to be expansive and may cause damage to aboveground infrastructure and development as a result of density changes that shift overlying materials. Impacts associated with expansive soils are generally structurally related, including cracked walls and foundations. Future development would be subject to General Plan Policies S 2.6, S.2.7, and S.3.8, which would minimize damage as a result of expansive soils. Future projects would also be subject to RCC Chapter 15.60.050, *Geologic Report* in requiring preparation of a Geologic Report to evaluate soil composition and strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, differential settlement, and expansiveness. Following compliance with the established regulatory framework described above, the project would result in a less than significant impact concerning expansive soils.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Septic Tanks

Impact 3.6-5	**The project could have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Impacts would be less than significant.**

Under existing conditions, the project area relies on septic systems for sewage disposal. However, septic systems pose significant limitations for the proposed higher density residential uses and subsequent growth. The absence of centralized wastewater collection and treatment systems is a critical constraint to future development. Therefore, the CIP proposes the development of a sewer system and wastewater treatment plant to accommodate buildout of the proposed Community Plan; refer to Figure 2-6, *Potential Wastewater Treatment Plant Sites*.

As a matter of information, the County regulates the construction of septic tanks in new development to require both adequate capacity for wastewater treatment and the protection of water quality. County Ordinance No. 650, *Sewer Discharge in Unincorporated Territory of the County*, establishes a variety of regulations regarding OWTS, including that the type of sewage facilities installed be determined on the basis of location, soil porosity, site slope, and groundwater level, and designed to receive all sanitary sewage from the property based on the higher volume estimation as determined by either the number of bedrooms or plumbing fixture unit counts. The minimum lot size required for each permanent structure with plumbing fixtures utilizing an OWTS to handle its wastewater is 0.50-acre, and construction of all new septic facilities requires approval from the County of Riverside Health Officer (Riverside County Ordinances Section 8.124.030 and Ordinance No. 650). Approval requires detailed review and onsite inspections including a scaled, contoured plot plan, a soils feasibility report that adequately evaluates soil percolation, a

special feasibility boring report (for groundwater and/or bedrock), and an engineered topographical map. Additionally, the United States Environmental Protection Agency (EPA) has standards governing the placement of septic systems in proximity to water supply wells. Consistent with EPA standards, the County prohibits the placement of conventional septic tanks/subsurface disposal systems in any designated Zone A3 of an EPA wellhead protection area. Compliance with these regulations and programs is required through conditions of approval issued by Riverside County for implementing projects and would require that any OWTS is installed consistent with all applicable County requirements on soils capable of supporting the system.

Based on the project's proposed development of a sewer system and wastewater treatment plant, as well as existing County Ordinances in place for septic and OWTS, impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Paleontological Resources or Unique Geologic Features

Impact 3.6-6	**The project would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant with mitigation incorporated.**

This analysis focuses on reasonably foreseeable impacts and establishes standards for individual project review. The approach applies a screening-level evaluation of potential impacts to paleontological resources; refer to Appendix D. The analysis utilizes a Community Plan-wide paleontological sensitivity map to classify areas as high, moderate, low, or very low sensitivity, based on known fossil localities recorded in relevant fossil databases, prior sensitivity maps created by the County, and maps of the underlying geology of the region; refer to Figure 3.6-5, *Paleontological Sensitivity Map*. Details on the data sources and variables used to create the sensitivity map are included in Appendix D.

The high paleontological sensitivity zone is found within the northeast corner of the Cabazon Community Plan limits and is underlain by Pleistocene-aged Fanglomerates such as the Cabazon Fanglomerate (Qcf) (Dibblee and Minch 2004a and 2004b) which has previously yielded scientifically significant fossils in the County. This geologic unit is known regionally for yielding vertebrate and invertebrate fossils and is considered to have high potential for additional discoveries. As such, grading and excavation in the high paleontological sensitivity zone could encounter paleontological resources if Cabazon Fanglomerate sediments are encountered, which could result in a potentially significant impact.

The moderate paleontological sensitivity zone is underlain by Late Pleistocene to Holocene alluvial fan deposits including Alluvial fan deposits of San Gorgonio Pass (Qf) and Alluvial fans of gneissic rubble (Qoa) (Dibblee and Minch 2004a and 2004b). These units are similar to those which have previously yielded scientifically significant fossils uncommonly and often at depths below 5 feet elsewhere in the region. As such, grading and excavation in the moderate

paleontological sensitivity zone could encounter paleontological resources if ground disturbing activities impact these deposits at depth, which could result in a potentially significant impact.

The low paleontological sensitivity zone is underlain with Holocene-aged geologic units, including Alluvial gravel and sand of stream channels (Qg) and Alluvial sand and gravel of flat flood plains (Qa) (Dibblee and Minch 2004a and 2004b). Their relatively young age makes fossil preservation unlikely though it is still possible for excavation activities to impact older units underneath these younger units, such as the older Qoa. As such, grading and excavation in the low paleontological sensitivity zone could encounter paleontological resources at depths below 5 feet which could result in a potentially significant impact, but not at the present ground surface.

Very low paleontological sensitivity zones are underlain by Metasedimentary and intrusive igneous rocks including Cretaceous Plutonic rocks (qdi, qdx) and Paleozoic Metasedimentary rocks(ms, ml) (Dibblee and Minch 2004a and 2004b). These units are either igneous or highly metamorphic in nature and thus have no potential to preserve fossil material. As such grading and excavation in very low paleontological sensitivity zones would not encounter paleontological resources and would result in less than significant impact.

To protect paleontological resources in areas identified by Figure 3.6-4 as high, moderate, and low sensitivity, Mitigation Measure **GEO-1** would be implemented to require preparation of a Paleontological Resource Impact Mitigation Program (PRIMP). Mitigation Measure **GEO-2** would require paleontological monitoring during ground disturbing activities for projects wholly and/or partially within High paleontological sensitivity zones. Should any paleontological resources be discovered unexpectedly on any project site where Mitigation Measure **GEO-2** was not already implemented, Mitigation Measure **GEO-3** would mandate that ground-impacting activities halt in the immediate 50-foot radius of the find and do not occur in the area of the discovery until a qualified paleontologist determines the significance of the find. Based on the finding's potential significance, the qualified paleontologist may then recommend the data recovery plan identified in Mitigation Measure **GEO-1** be required.

With implementation of Mitigation Measure **GEO-1** through **GEO-3**, in addition to the County's adopted regulatory framework protecting paleontological resources (General Plan Policies OS 19.6 in requiring preparation of a paleontological resource impact mitigation program [PRIMP], adherence to standard protocol if fossils are encountered [OS. 19.7], preparation of a paleontological report if information indicates that the subject site has undetermined paleontological sensitivity [OS.19.8], and curation protocol if paleontological resources are found [OS. 19.9]), impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

GEO-1 **Paleontological Resources Impact Mitigation Program.** For projects wholly and/or partially within High (4), Moderate (3), or Low (2) paleontological sensitivity zones as depicted in Figure 3.6-5, *Paleontological Sensitivity Map* of this PEIR, that could encounter sensitive formations during grading or excavation at the ground surface (High) or at depth below the ground surface (Low, Moderate), the County shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist (i.e., possesses a graduate degree in paleontology, geology, or

related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research and at least four months of supervised field and analytic experience in general North American paleontology).

Prior to the issuance of grading permits, a project-specific plan for monitoring site grading/earthmoving activities shall be prepared and implemented by a qualified paleontologist approved by the County (project paleontologist). The project paleontologist shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate and document these requirements in a Paleontological Resource Impact Mitigation Program (PRIMP) to reduce any potential impacts to significant paleontological resources. The PRIMP shall outline where monitoring is required within the project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring (below a depth of 10 feet below the original ground surface) and discoveries treatment, and paleontological methods, reporting, and collections management. This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

- A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
- PRIMP must be accompanied by the final grading plan for the subject project.
- Description of the proposed site and planned grading operations.
- Description of the level of monitoring required for all earth-moving activities in the project area.
- Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
- Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
- Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
- Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

- Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
- Procedures and protocol for collecting and processing samples and specimens.
- Fossil identification and curation procedures to be employed.
- Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
- All pertinent exhibits, maps, and references.
- Procedures for reporting findings.
- Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.
- All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g., PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Prior to the start of ground-disturbing activities, the SVP-qualified paleontologist shall attend the project preconstruction meeting to consult with the grading and excavation contractors concerning the grading plan and paleontological field techniques and shall provide or supervise a paleontological sensitivity training to all personnel involved with earth-moving activities. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if encountered during construction.

For projects wholly within Low or Very Low paleontological sensitivity zones, grading is not expected to impact sensitive deposits at any depth. For these projects, retention of a qualified paleontologist is not required unless an unexpected discovery is made during project activities, or further geotechnical studies determine the paleontological sensitivity of the sediments underlying the project area is higher than initially identified.

GEO-2 **Monitoring.** For projects wholly and/or partially within High paleontological sensitivity zones as depicted in Figure 3.6-5, *Paleontological Sensitivity Map* of this PEIR, the qualified paleontologist, or a qualified paleontological monitor as determined by the qualified paleontologist, shall monitor earthwork affecting the aforementioned geological units or supervise the monitoring of these activities by a paleontological monitor. If any paleontological resources are encountered on the project area, the qualified paleontologist or the paleontological monitor shall halt all ground-disturbing activities within 50 feet of the find until a significance determination is made. If the fossils are determined to be significant, the qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (such as the Western Science Center);
- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and
- The paleontologist shall ensure that curation of fossils is completed in consultation with the County. A letter of acceptance from the curation institution shall be submitted to the County.

The qualified paleontologist will determine when work within the immediate vicinity of the find may resume or otherwise expand or reduce the construction exclusion buffer as warranted to ensure proper treatment of resources. The qualified paleontologist may reduce the frequency of monitoring or cease monitoring altogether if warranted by observations of specific site conditions.

For projects wholly or partially within Moderate or Low paleontological sensitivity zones as depicted in Figure 3.6-5, *Paleontological Sensitivity Map* of this PEIR, if excavations below a depth of 10 feet below the original ground surface (i.e., 10 feet below the surface of native sediments with low or moderate sensitivity) are planned for the project, a qualified paleontologist or a qualified paleontological monitor must be present to spot-check the excavations for paleontological resources when depth first reach the 10-foot depth. The qualified paleontologist shall determine if the sediments are old enough and fine-grained enough to warrant further monitoring. If the qualified paleontologist determines paleontological monitoring is not necessary at the 10-foot depth due to subsurface

geological conditions, then paleontological spot-checking shall occur at 5-foot increments below 10 feet to determine the suitability for fossil preservation.

For projects wholly within Very Low sensitivity zones as depicted in Figure 3.6-5, *Paleontological Sensitivity Map* of this PEIR, Mitigation Measure GEO-2 does not apply.

GEO-3 **Unexpected Discovery.** Should any paleontological resources (unexpected discovery) be discovered on any project where Mitigation Measure GEO-2 was not already implemented, ground-impacting activities shall be halted in the immediate 50-foot radius of the find and shall not occur in the area of the discovery until a qualified paleontologist has been brought on to determine the significance of the find. If significance criteria are met, then the qualified paleontologist must perform data recovery, identification, and other special studies to determine the significance of the find. Based on the finding's potential significance, the qualified paleontologist may then recommend a new project mitigation plan to lessen potential paleontological impacts of remaining ground-disturbing phases of the project according to procedures put forth in Mitigation Measure GEO-1. If the unexpected find is determined to have no significance, the work area shall be released by the qualified paleontologist, and no further mitigation shall be required.

Level of Significance: Less than significant impact with mitigation incorporated.

Cumulative Impacts

Impact 3.6-7	**The project would not result in a significant cumulative impact related to geology and soils. Impacts would be less than cumulatively considerable.**

The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to site. Paleontological sensitivity would also vary by site. The seismic-related hazards and geologic conditions identified throughout this section would be specific to the project area and its users and would not be common or contribute to the impacts (or shared with, in an additive sense) on other sites. Individual projects would be designed and built in accordance with applicable standards included in the latest edition of the CBC and relevant County Ordinances and policies in place to minimize geologic and soils related hazards. As concluded above, the proposed project would not result in significant geology and soils impacts following compliance with the existing regulatory framework and implementation of Mitigation Measures **GEO-1** through **GEO-3**. Therefore, the project's incremental effects would not be cumulatively considerable.

Mitigation Measures: **GEO-1** through **GEO-3**.

Level of Significance: Less than cumulatively considerable.

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3.7. Greenhouse Gas Emissions

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes the project's consistency with applicable plans and policies.

This section is based on technical data included in Appendix B, *Air Quality/GHG/Energy Data*, and consistency analyses with the following:

- 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) (December 2022);
- 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal (2024-2050 RTP/SCS) (April 4, 2024);
- County of Riverside Climate Action Plan Update (2019 CAP Update) (December 17, 2019);
- County of Riverside General Plan (General Plan) (2015);
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521); and
- The Pass Area Plan (Area Plan) (2016).

3.7.1. Environmental Setting

Global Climate Change – Greenhouse Gases

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the earth. This "trapping" of the long wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a global warming potential for each GHG based on its ability to absorb and re-radiate long wave radiation. Table 3.77-1, *Description of Greenhouse Gases*, describes the primary GHGs attributed to global climate change, including their physical properties.

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the earth's surface to 10 to 12 kilometers.

TABLE 3.7-1 DESCRIPTION OF GREENHOUSE GASES

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs ranges from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.

Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacturing for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from:

1. Intergovernmental Panel on Climate Change, Climate Change 2021: The Physical Science Basis, August 2021.
2. National Research Council, Advancing the Science of Climate Change, 2010.
3. EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022, April 2024.
4. EPA, Overview of Greenhouse Gases, https://www.epa.gov/ghgemissions/overview-greenhouse-gases, accessed April 21, 2026.

3.7.2. Regulatory Framework

Federal

To date, no economy-wide, congressionally mandated climate plans exists, though the Federal government has adopted national GHG reduction targets and implemented sector-specific regulatory programs to address climate change and its associated effects.

Federal Clean Air Act / U.S. Environmental Protection Agency Endangerment Finding

In April 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Administrator of the U.S. Environmental Protection Agency (EPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator was directed to follow the language of Section 202(a) of the Federal Clean Air Act (FCAA). In December 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the FCAA:

- Elevated concentrations of GHGs - CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."

- The combined emissions of GHGs - CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the FCAA. Although proposals to reconsider the Endangerment Finding have been introduced at the Federal level as of August 2025, there has been no formal decision and the finding remains in effect and continues to serve as the legal basis for Federal GHG regulation.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Additional provisions of the Energy Independence and Security Act (EISA) address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling in *Massachusetts v. EPA* (discussed above), the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to coordinate activities related to fuel efficiency, alternative fuels, and environmental protection with respect to GHG emissions from motor vehicles, nonroad vehicles, and nonroad engines. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated Federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 to 2021. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022 to 2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 to 2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of

buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2020, the EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revised Federal fuel economy and GHG emission standards for passenger cars and light-duty trucks for model years 2021 through 2026 and reduced the annual rate of improvement compared to prior Federal standards. Under the SAFE Vehicles Rule, fuel economy and CO_2 standards increase in stringency by approximately 1.5 percent per year for model years 2021 through 2026.

In December 2021, the EPA finalized revised Federal GHG emission standards for passenger cars and light trucks for model years 2023 through 2026, rescinding elements of the SAFE Rule and reestablishing a more stringent Federal GHG regulatory framework. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and GHG reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

State

Discussed below are some of the key State directives and policies pertaining to GHG emissions reduction.

Assembly Bill 32

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500–38599) established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and established a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. This requirement was achieved early in 2016.

Senate Bill 97

Senate Bill (SB) 97 (2007) (Chapter 185, Statutes of 2007; Public Resources Code Sections 21083.05 and 21097) acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. The Natural Resources Agency adopted amendments to the State CEQA Guidelines in 2010 to address the directive. As a result, CEQA lead agencies are required to estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur and to mitigate the impacts where feasible.

Senate Bill 375

SB 375 (2008) (Chapter 728, Statutes of 2008) aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a sustainable communities strategy or alternative planning strategy that will prescribe land use allocation in that MPO's regional transportation plan. The California Air Resources Board (CARB) is charged with reviewing each MPO's sustainable communities strategy or alternative planning strategy for consistency with its

assigned targets. Riverside County is part of the Southern California Association of Governments (SCAG) and is covered under SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 1368

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

Assembly Bill 1279

The California Climate Crisis Act (AB 1279; California Health and Safety Code Division 25.5, Section 38562.2) establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 Statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. AB 1279 requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

Senate Bill 1078, Senate Bill 107, and Senate Bill X1-2

SB 1078 (2002) requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2 codified the 33 percent by 2020 goal.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks.

Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards passenger vehicle and light duty truck model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025.

Assembly Bill 398

The Cap-and-Trade program covers approximately 80 percent of California's GHG emissions. The Statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and would decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the Statewide regulatory body responsible for ensuring that California meets its Statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

Assembly Bill 1346

Signed into law in October 2021, AB 1346 requires CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with Federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order B-55-18

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing Statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant State agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires State agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20

Issued on September 23, 2020, Executive Order N-79-20 established a goal to end the sales of new internal combustion engine vehicles in the State as soon as possible, and no later than 2035, and continue to phaseout fossil-fueled cars and trucks. By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the State on a path to carbon neutrality by 2045. It is important to note that the Executive Order focuses on new vehicle sales for automakers and therefore does not require Californians to give up the existing cars and trucks they already own.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), commonly referred to as "Energy Code" or "Title 24", was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

In December 2024, the 2025 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Energy Code.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11) commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The most recent update to the CALGreen was adopted in December 2024 (2025 CALGreen) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen.

Renewable Energy Standards

In 2002, California established its Renewable Portfolio Standard program[2] with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs CARB under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 Modified the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State

[2] The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a State or country.

cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

As the electricity provider for the project, Southern California Edison (SCE) is subject to the California Renewables Portfolio Standard (SB 100, SB 1020) and related CPUC regulations, which require increasing percentages of renewable and zero-carbon electricity in its supply mix, culminating in 100 percent clean electricity retail sales by 2045. SCE is also regulated under the CPUC's General Orders for the safe design and installation of new distribution infrastructure, which would apply to the new poles installed to meet the project's increased electrical demand. These requirements influence the carbon intensity of electricity delivered to the project and ensure compliance with State safety and reliability standards for electrical facilities.

2022 Scoping Plan for Achieving Carbon Neutrality

On December 15, 2022, CARB adopted the 2022 *Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies for achieving carbon neutrality by 2045 or earlier based on AB 1279. The 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands to the State's GHG emissions, as well as their role in achieving carbon neutrality.

- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.

- Evaluates the substantial health and economic benefits of taking action.

- Identifies key implementation actions to ensure success.

Local

2024-2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal

On April 4, 2024, the SCAG Regional Council adopted *Connect SoCal (2024-2050 Regional Transportation Plan/Sustainable Communities* Strategy [2024-2050 RTP/SCS]). The 2024-2050 RTP/SCS provides a long-range vision for integrating land use and transportation planning to accommodate future growth while reducing traffic congestion, improving air quality, and supporting long-term economic vitality. The plan includes strategies to address the region's housing needs, climate change adaptation, and investment in underserved communities.

The 2024-2050 RTP/SCS was developed through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and other stakeholders. The plan guides the coordinated development, management, and operation of an intermodal transportation network serving the SCAG region, while supporting compliance with State GHG reduction requirements and applicable Federal air quality standards.

Riverside County General Plan

The *General Plan* is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the County. The relevant policies for the project include:

Air Quality Element

AQ 1.1	Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
AQ 1.2	Support Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), sanitation districts, water districts, and those sub regional entities identified in the Regional Growth Management Plan.
AQ 1.3	Participate in the development and update of those regional air quality management plans required under Federal and State law, and meet all standards established for clean air in these plans.

AQ 1.4	Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
AQ 1.7	Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels.
AQ 3.2	Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.
AQ 3.4	Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.
AQ 4.1	Require the use of all feasible building materials/methods which reduce emissions.
AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
AQ 4.4	Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.
AQ 5.1	Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
AQ 5.2	Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.
AQ 8.4	Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency.
AQ 8.5	Develop community centers in conformance with policies contained in the Land Use Element.
AQ 8.6	Encourage employment centers in close proximity to residential uses.
AQ 8.7	Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses.
AQ 8.8	Promote land use patterns which reduce the number and length of motor vehicle trips.
AQ 8.9	Promote land use patterns that promote alternative modes of travel.

AQ 10.1 Use incentives, regulations and Transportation Demand Management in cooperation with surrounding jurisdictions when possible to eliminate vehicle trips which would otherwise be made.

AQ 10.2 Use incentives, regulations and Transportation Demand Management in cooperation with surrounding jurisdictions when possible to eliminate vehicle trips which would otherwise be made.

AQ 10.3 Assist merchants in encouraging their customers to shift from single occupancy vehicles to transit, carpools, bicycles, or foot.

AQ 10.4 Continue to enforce the County's Transportation Demand Management Ordinance and update as necessary.

AQ 13.1 Manage the County of Riverside transportation fleet fueling standards to achieve an appropriate alternate fuel fleet mix.

AQ 20.21 Provide homeowner education programs on the various voluntary ways in which they may reduce their homes' GHG emissions, e.g., improving home insulation, adding solar energy capabilities, and providing information on energy saving landscaping techniques.

AQ 20.22 Develop motorist education programs on reducing VMT, idling and vehicle maintenance, while increasing carpooling and public transit usage.

AQ 20.25 Coordinate County GHG emissions reduction efforts with those of other regional agencies and plans, i.e., SCAG's Compass Blueprint, Regional Transportation Plan (RTP) and SCAQMD's [South Coast Air Quality Management District] Air Quality Management Plans. In addition, coordinate with cities and sub-regional planning agencies, particularly WRCOG and CVAG, on efforts that jointly affect the County and the cities. Also, coordinate with utility and service providers to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate.

AQ 21.1 The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.

a) For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.

b) For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions

of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.

c) Other methods for showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation.

d) Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.

AQ 21.2 Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Mitigation and Monitoring Programs as required mitigation measures under CEQA to ensure the measures are implemented appropriately. Such Implementation Measures may also be separately incorporated into the Conditions of Approval issued by the County. In the event no Mitigation and Monitoring Program is required for a project, the Implementation Measures shall be incorporated into a project's Conditions of Approval issued by the County.

AQ 21.3 Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at the County's discretion:

a) For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.

b) In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.

c) Project-specific analysis may be particularly valuable when assessing large-scale mixed-use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services, and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for

fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.

AQ 21.4 Implementation of the Climate Action Plan (CAP) and monitoring progress toward the CAP reduction targets shall include the ability to expand upon or, where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the County's GHG reduction targets.

AQ 22.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with transportation

a) Reduce vehicle miles traveled by providing or requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.

b) Reduce vehicle miles traveled by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.

c) Improve connectivity by requiring pedestrian linkages between developments and transportation facilities, as well as between residential and commercial, recreational and other adjacent land uses.

d) Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency.

e) Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles.

f) Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate.

AQ 23.1 The County shall implement programs and requirements to achieve the following objective related to reducing greenhouse gas emissions associated with land use patterns

a) Reduce vehicle miles travelled (VMT) through increased densities in urban centers and emphasis on mixed use to provide localized residential, commercial and employment opportunities in closer proximity to each other.

b) Prevent urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations and to maximize protection of open space, particularly forests, which provide carbon sequestration potential.

c) Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies.

d) Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities.

e) Reduce vehicle miles travelled by increasing options for nonvehicular access through urban design principles that promote higher residential densities in attractive forms with easily accessible parks and recreation opportunities nearby

f) Improve energy efficiency through implementation of standards for new residential and commercial buildings that achieve energy efficiencies beyond that required under Title 24 of the California Code of Regulations. g. Reduce vehicle miles travelled by identifying sites for affordable housing for workers close to employment centers and encouraging development of such sites.

AQ 23.2 For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts.

AQ 24.1 The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation

a) Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).

b) Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.

c) Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.

d) Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units.

e) Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect.

f) Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.

AQ 24.2 For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.

AQ 25.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through water conservation

a) Reduce water use in both new and existing housing, commercial and industrial uses.

b) Reduce wastewater generation in both new and existing housing, commercial and industrial uses.

c) Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859.

d) Increase use of non-potable water where appropriate, such as for landscaping and agricultural uses.

e) Encourage increased efficiency of water use for agricultural activities.

f) Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.

AQ 25.2 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation:

a) Conserve biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County.

b) Preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within the County.

c) Promote establishment of vegetated recreational uses, such as local and regional parks, that provide carbon sequestration potential in addition to opportunities for healthy recreation.

d) Promote urban forestry and reforestation, as feasible, to provide additional carbon sequestration potential.

e) Promote the voluntary preservation of farmlands for carbon sequestration purposes. In particular, protect important farmlands and open space from conversion and encroachment by urban uses. Also, seek to retain large parcels of agricultural lands to enhance the viability of local agriculture and prevent the encroachment of sprawl into rural areas.

f) Promote the voluntary preservation of areas of native vegetation that may contribute to biological carbon sequestration functions.

g) Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, prevent unnecessary intrusion of people, vehicles and development into natural open space areas to lessen risk of wildfire from human activities.

AQ 25.3 For discretionary actions, greenhouse gas reduction objectives related to water and biota conservation shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address conservation issues related to County operations and voluntary community efforts.

AQ 26.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions derived from energy generation

a) Encourage the installation of solar panels and other energy-efficient improvements.

b) Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).

c) Facilitate development of renewable energy facilities and transmission lines in appropriate locations.

d) Facilitate renewable energy facilities and transmission line siting.

e) Provide incentives for development of local green technology businesses and locally produced green products.

f) Provide incentives for investment in residential and commercial energy efficiency improvements.

g) Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.

AQ 26.2 For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address use of alternative energy for County operations and within the community.

AQ 27.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with wastes

a) Reduce the amount of solid waste generated.

b) Increase the amount of solid waste recycled by maximizing waste diversion, composting and recycling for residential and commercial generators.

c) Promote reductions in material consumption.

d) Decrease wastewater generation.

e) Reduce fugitive methane emissions and increase methane conversion to alternative energies at County landfills.

AQ 27.2 Greenhouse gas reduction through the above waste reduction Objectives shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan for new development. County programs shall also be developed and implemented to address waste reductions for County operations and voluntary community efforts.

AQ 28.1 The County shall implement programs and requirements to achieve voluntary greenhouse gas emissions reductions through the following public education and outreach objectives

a) Provide homeowner education programs on the various voluntary ways in which they may reduce their homes' GHG emissions.

b) Develop and implement motorist education programs on reducing vehicle miles travelled (VMT), idling, vehicle maintenance, etc.

c) Develop and implement incentive programs for increasing carpooling, public transit use and other similar means.

d) Develop and implement incentive programs for residential energy conservation, such as through retrofitting to improve insulation

values, adding solar energy capabilities, planting deciduous trees to provide summer shade, etc.

e) Develop and implement programs designed to decrease transportation emissions, such as hybrid vehicle rebates, alternate fuel discounts, carpooling incentives, van pools, etc.

f) Develop and implement education programs about green purchasing and waste reduction measures, e.g., use of sustainable materials, composting and such.

g) Develop and implement programs to improve job-housing balances, such as through small business development, for areas that are housing rich but jobs poor.

h) Develop and implement programs to incentive recycling and other waste reduction programs.

AQ 28.2 The County shall implement programs and requirements to achieve greenhouse gas emissions reductions through the following interagency coordination objectives

a) Coordinate County regional GHG reduction efforts with those of other regional agencies and plans, i.e.:

- SCAG Regional Blueprint Plan
- SCAG Regional Transportation Plan (which will address SB375)
- SCAQMD Air Quality Management Plans
- SB 375 Coordination and “Sustainable Communities Strategies”

b) Coordinate with constituent cities and sub-regional planning agencies, particularly WRCOG and CVAG, on GHG reduction efforts that jointly affect the County and these cities.

c) Coordinate with utility and service providers serving the County to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate.

d) Coordinate with regional agencies responsible for developing utility corridors, particularly for electricity transmission, to ensure alternate energy sources available to Riverside County are used to their fullest extent.

AQ 28.3 Voluntary greenhouse gas reduction objectives for the community sector shall be achieved through development and implementation of specific

implementation measures, as determined appropriate and feasible by the County.

AQ 29.1 The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions from County transportation, such as fleet composition, construction equipment, employee commuting and travel on County business

a) Increase the average fuel efficiency of County-owned vehicles powered by gasoline and diesel.

b) Increase use of alternative and lower carbon fuels in the County vehicle fleet.

c) Reduce total vehicle miles traveled by County employees, both commuting to work sites and travel for the conduction of County activities.

AQ 29.2 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for County facilities and operations

a) Improve the energy efficiency of all existing and new County buildings.

b) Improve the energy efficiency of County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.)

c) Decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate.

AQ 29.3 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through achieving waste reduction and resource efficiency for County facilities and operations

a) Establish purchasing and procurement policies that support the use of green products and services, minimize waste and promote sustainability.

b) Reduce potable water use at both new and existing County facilities and operations.

c) Reduce wastewater generation and urban runoff in both new and existing County facilities and operations.

d) Increase the amount of materials recycled from County facilities while decreasing the amount of solid waste generated by County facilities that requires landfill disposal.

AQ 29.4 Greenhouse gas emissions reduction objectives for County operations and facilities shall be achieved through development and implementation of enforceable and binding internal County policies, programs or similar means.

Riverside County Climate Action Plan (CAP)

A Climate Action Plan (CAP) is a framework for quantifying, tracking, and reducing GHG emissions within a jurisdiction's purview. Following the State's adoption of AB 32 in 2006, CARB developed a climate change scoping plan that included directives for local governments to reduce GHG emissions associated with land use 15 percent below baseline levels by 2020. The County adopted its first CAP in 2015 (2015 CAP) that included GHG inventories of community-wide and municipal sources using the baseline data for the year 2008. The 2015 CAP included the GHG reduction target of 15 percent below 2008 levels by 2020. The inventory baseline year 2008 was established as a starting point against which other inventories may be compared and targets may be set and was the earliest year with a full emissions inventory. As recommended in the AB 32 Scoping Plan, the County had set a target to reduce emissions back to 1990 levels by the year 2020. Based on the County's socio-economic growth projections per the County's General Plan as documented in the *General Plan Amendment (GPA) No. 960* (2015 General Plan Update), this target was calculated as a 15 percent decrease from 2008 levels by 2020 and was determined sufficient for the County to meet the AB 32 target. The most recent inventory has the most relevant data for planning purposes, whereas multiple inventory years provide context and may help identify trends or anomalies in the community emissions.

The *County of Riverside Climate Action Plan Update* (2019 CAP Update) was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 CAP. To continue reductions consistent with the State's long-term emissions reduction goals, the County would need to reduce emissions in 2030 by 525,511 $MTCO_2e$ from an Adjusted Business as Usual (ABAU) forecast and by 2,982,947 $MTCO_2e$ from an ABAU forecast by 2050.[3]

[3] County of Riverside, *County of Riverside Climate Action Plan Update*, November 2019.

In order to evaluate consistency with the 2019 CAP Update, the County provided Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The 2019 CAP Update contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the intensity of action items with modest adoption/installation (those that reduce GHG emissions by modest amounts) worth the least number of points and greatly enhanced adoption/installation worth the most. projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the 2019 CAP Update Appendix C, *Reduction Measures, Assumptions, and Attributed Reductions*, and consequently would be consistent with the 2019 CAP Update.

3.7.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based on State CEQA Guidelines Appendix G. For the purposes of this PEIR, the project would be considered to have a significant impact on GHG if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

State CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

However, State CEQA Guidelines Section 15064.4 does not establish a threshold of significance. State CEQA Guidelines Section 15064.6 provides lead agencies the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, if any threshold chosen is supported by substantial evidence.

The California Natural Resources Agency (CNRA) has also clarified that the State CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses. (State CEQA Guidelines Section 15064[h][3]) A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid

or substantially lessen the cumulative problem within the geographic area of the project (14 CCR Section 15064[h][3]).

The County's 2019 CAP Update meets the requirements of State CEQA Guidelines, Section 15183.5 as a qualifying CAP; therefore, the proposed project would be evaluated for consistency with the 2019 CAP Update. However, as the 2019 CAP Update was prepared and adopted more than nine years ago, the project's GHG impacts would also be evaluated by assessing the project's consistency with more recent regional and Statewide GHG reduction plans and strategies, including SCAG's 2024-2050 RTP/SCS and CARB's 2022 Scoping Plan, that include the latest GHG reduction targets. On the regional level, the 2024-2050 RTP/SCS contains measures to achieve VMT reductions required under SB 375. On a Statewide level, the 2022 Scoping Plan identifies the strategies for achieving carbon neutrality by 2045 or earlier based on AB 1279. Thus, if the project complies with these plans, policies, regulations, and requirements, the project would result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction.

Methodology

Cabazon Community Plan

Quantified GHG Emissions

Project-related GHG emissions would include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2022.1 (CalEEMod) was used to calculate project-related GHG emissions in accordance with South Coast Air Quality Management District (SCAQMD) recommendations.

The impact analysis for the Cabazon Community Plan includes a qualitative evaluation of construction GHG emissions and a quantitative evaluation of operational GHG emissions. Construction emissions were not quantified due to the lack of detailed construction information available at this stage of project development. Operational emissions for maximum buildout of the Cabazon Community Plan were modeled with CalEEMod. Although buildout would occur over the next 30 years, the analysis conservatively assumes buildout would occur in the year of 2027, as future technology and regulations usually result in reduced emissions. Land uses proposed under the Cabazon Community Plan are provided in Table 2-1, *Proposed General Plan Land Use Changes*, and depicted on Figure 2-4, *Proposed Land Use Map*.

Consistency With the Applicable Plans, Policies, or Regulations

As detailed above, the project's GHG impacts would be evaluated by assessing the project's consistency with applicable GHG reduction plans and strategies, including the County's 2019 CAP Update, SCAG's 2024-2050 RTP/SCS, and CARB's 2022 Scoping Plan. The three consistency analyses would be used to determine whether the proposed Cabazon Community Plan would result in any inconsistency with these applicable plans and therefore result in significant and unavoidable GHG impacts.

Cabazon Infrastructure Plan

Quantified GHG Emissions

A qualitative impact analysis was conducted for construction and operation of future infrastructure projects that would be implemented under the proposed CIP. Because the CIP is a program-level planning document that identifies conceptual infrastructure improvements to be implemented incrementally over an approximately 30-year horizon, and does not specify the precise timing, phasing, construction schedules, equipment types, final facility designs, or whether multiple projects or facilities would occur or operate concurrently, the location, duration, intensity, and overlap of construction and operational activities cannot be determined at this time. Therefore, both construction-related emissions that may occur at any one time and long-term operational emissions associated with individual CIP components are speculative and cannot be accurately quantified at this stage of the planning process.

Consistency With the Applicable Plans, Policies, or Regulations

As detailed above, the project's GHG impacts would be evaluated by assessing the project's consistency with applicable GHG reduction plans and strategies, including the County's 2019 CAP Update, SCAG's 2024-2050 RTP/SCS, and CARB's 2022 Scoping Plan. The three consistency analyses would be used to determine whether the proposed CIP would result in any inconsistency with these applicable plans and therefore result in significant and unavoidable GHG impacts.

3.7.4. Project Impacts and Mitigation

Conflict with Applicable Plans, Policies, or Regulations

Impact 3.7-1	**The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be significant and unavoidable.**

Greenhouse Gas Emissions

Impact 3.7-2	**The project would have the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be significant and unavoidable.**

The proposed project would include the implementation of the Cabazon Community Plan and corresponding CIP in accordance with 6th Cycle Housing Element Action H-27. The goal of the Cabazon Community Plan is to address the Community of Cabazon's land use and infrastructure needs to prepare the Cabazon area for significant anticipated growth and development, particularly as the region plans for the possibility of accommodating up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years. The CIP would support buildout of the Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area.

Cabazon Community Plan

Quantified GHG Emissions

Table 3.7-2, *Cabazon Community Plan Annual Greenhouse Gas Emissions*, presents the estimated GHG emissions associated with implementation of the Cabazon Community Plan. CalEEMod outputs are contained within Appendix B.

TABLE 3.7-2 CABAZON COMMUNITY PLAN ANNUAL GREENHOUSE GAS EMISSIONS

Source	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Direct GHG Emissions (metric tons/year[1])					
Mobile Source	734,829.02	32.26	35.87	1,054.09	747,378.81
Area Source	5,479.32	0.12	0.02	0.00	5,487.09
Refrigerant	0.00	0.00	0.00	131,438.10	131,438.10
Total Direct Emissions[2]	*740,308.34*	*32.38*	*35.89*	*132,492.19*	*884,304.00*
Indirect GHG Emissions (metric tons/year[1])					
Energy	139,771.99	12.86	0.96	0.00	140,378.38
Water	9,023.74	180.43	4.35	0.00	14,832.28
Solid Waste	5,491.44	548.85	0.00	0.00	19,212.68
Total Indirect Emissions[2]	*154,287.17*	*742.14*	*5.31*	*0.00*	*174,423.34*
Total Emissions[2]	**1,058,727.33 $MTCO_2e$ per year**				

Notes: CO_2e = carbon dioxide equivalent; CH_4 = methane; N_2O = nitrous oxide; $MTCO_2e$ = metric tons of carbon dioxide equivalent

1. Project emissions were calculated using CalEEMod version 2022.1.
2. Totals may be slightly off due to rounding.

Direct Greenhouse Gas Emissions

Construction. The Cabazon Community Plan proposes planning policies and direction to guide change, promote quality development, and implement the community's vision for the area. Under the Cabazon Community Plan, land use designations within the proposed Cabazon Community Plan Area of the Pass Area Plan would be revised and no actual development project is proposed. The phasing and exact details of each future project associated with implementation of the Cabazon Community Plan are currently unknown and therefore, it is not feasible to quantify construction GHG emissions. Nonetheless, a qualitative analysis is provided herein.

Construction of future development in accordance with the Cabazon Community Plan would generate temporary GHG emissions from construction equipment operations, truck trips for materials transport, and trips associated with construction workers commute to and from the construction site. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling.

It should be noted that these future construction activities associated with the Cabazon Community Plan would be evaluated by the County on a case-by-case basis as part of overall development project analysis when details are available. Future construction equipment would also be required to comply with the latest regulations, which would generally be more stringent in

regard to GHG-reduction requirements. In addition, to further reduce GHG emissions from fuel combustion, future development projects would be required to implement Mitigation Measures **AQ-1**, **AQ-2**, and **AQ-4** (detailed in Section 3.2, *Air Quality*). These measures mandate strict five-minute vehicle idling limits, the use of alternatively fueled and highly efficient Tier 4 Final construction equipment, reliance on grid electricity or solar power instead of temporary diesel generators where feasible, and the implementation of traffic control plans that minimize roadway congestion and related vehicle idling.

Mobile Source. As discussed above, CalEEMod relies upon trip generated data as provided in Section 3.14, *Transportation* of this PEIR and Cabazon Community Plan land use data to calculate emissions. Based on Section 3.14, implementation of the Cabazon Community Plan would generate approximately 599,837 daily vehicle trips. Based on the estimated future daily trips, implementation of the Cabazon Community Plan would result in approximately 747,378.81 $MTCO_2e$ per year of mobile source-generated GHG emissions; refer to Table 3.7-2. As shown in Table 3.7-2, the predominant source of GHG emissions is mobile source.

Future development in accordance with the Cabazon Community Plan would be required to use fuel sources that comply with the CARB Low Carbon Fuel Standard regulation designed to reduce GHG emissions associated with the life cycle of transportation fuels used in California. Further, it should be noted that neither the lead agency, nor any project applicant has authority to control the rates of GHG emissions from vehicles that would travel to and from the project area.

Area Source. Area source emissions were calculated using CalEEMod and Cabazon Community Plan land use data. Area sources include emissions from consumer products and landscape maintenance equipment such as lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers. As noted in Table 3.7-2, implementation of the Cabazon Community Plan would result in 5,487.09 $MTCO_2e$ per year of area source GHG emissions.

Refrigerant. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high global warming potentials (GWP) values. All equipment that use refrigerants have a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. As noted in Table 3.7-2, implementation of the Cabazon Community Plan would result in 131,438.10 $MTCO_2e$ per year of GHG emissions from refrigerants.

Indirect Greenhouse Gas Emissions

Energy. Energy Consumption emissions associated with implementation of the Cabazon Community Plan were calculated using CalEEMod and Cabazon Community Plan land use data. According to the County, electricity would be provided to the project area via SCE, and natural gas would be provided by Southern California Gas Company. Future development in accordance with the Cabazon Community Plan would be required to comply with the latest Energy Code and CALGreen standards, which requires new development to incorporate various energy reduction measures (e.g., energy efficient appliances, solar panel installation for residential uses, etc.). To provide a conservative analysis, the GHG emissions reduction associated with the Energy Code and CALGreen was not accounted for in CalEEMod. It should be noted that California's latest Energy Code went into effect January 1, 2026, increasing the energy efficiency of new single-

family homes, multifamily housing, and non-residential/commercial buildings as well as additions and alterations to existing buildings. Additionally, as previously noted, the proposed buildout of the Cabazon Community Plan is 30 years. Therefore, future development projects would be even more energy efficient under future Energy Codes as compared to development built under the existing 2025 Energy Code. Further, implementation of SB 100 would mandate that 100 percent of California's electricity retail sales come from renewable and zero-carbon resources by December 31, 2045 (with interim targets of 50 percent by 2026 and 60 percent by 2030). The GHG emissions reduction associated with SB 100 was not accounted for in CalEEMod to provide a conservative analysis. As shown in Table 3.7-2, implementation of the Cabazon Community Plan would indirectly result in 140,378.38 $MTCO_2e$ per year GHG emissions from energy consumption.

Water Demand. The following three water districts operate within project area: Desert Water Agency, Mission Springs Water District, and Cabazon Water District. Future development in accordance with the Cabazon Community Plan would be required to comply with the latest CALGreen, which requires newer development to be fitted with low flow plumbing fixtures and fittings. Implementation of the Cabazon Community Plan is anticipated to consume approximately 5,994.26 million gallons of water per year; refer to Appendix B. Emissions from indirect energy impacts due to water supply would result in 14,832.28 $MTCO_2e$ per year.

Solid Waste. Solid waste emissions associated with implementation of the Cabazon Community Plan were calculated using the CalEEMod model and Cabazon Community Plan land use data. Although future commercial uses would be required to reduce, recycle, or compost 75 percent of the solid waste generated pursuant to AB 341, the GHG emissions reduction associated with AB 341 was conservatively not accounted for in CalEEMod. As shown in Table 3.7-2, implementation of the Cabazon Community Plan would indirectly result in 19,212.68 $MTCO_2e$ per year from solid waste.

Total Greenhouse Gas Emissions From Cabazon Community Plan Implementation

As shown in Table 3.7-2, the total amount of GHG emissions (from direct and indirect sources combined) associated with implementation of the Cabazon Community Plan would be 1,058,727.33 $MTCO_2e$ per year, or approximately 1.06 million $MTCO_2e$, per year.

Although the Cabazon Community Plan would result in a significant amount of GHG emissions, the Cabazon Community Plan is designed to accommodate up to 22,888 new housing units and an additional 49,420,323 SF of non-residential uses over the next 30 years while achieving the project objectives to reduce distances between housing, workplaces, commercial uses, and other amenities and destinations, and promote higher density housing and greater housing variety. The Cabazon Community Plan would promote more compact, mixed-use development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents), as well as strengthen community character and sense of place. The types of development patterns facilitated by the Cabazon Community Plan (i.e., higher density housing and greater housing variety to achieve the County's 6th Cycle Regional Housing Needs Assessment housing goals, and increased commercial, industrial, and mixed-use land uses) would reduce VMT, promote walkability, and contribute to a better job/housing balance. Overall, the Cabazon Community Plan would support land use patterns designed to reduce GHG emissions as compared to without project conditions. Future development within the project area would also be constructed in accordance with the latest Energy Code and CALGreen standards.

To reduce these operational GHG emissions to the extent feasible, future development projects would be required to implement Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-9** (detailed in Section 3.2). These measures directly target operational GHG emissions by mandating the installation of electric vehicle (EV) charging infrastructure and electric plug-ins for Transport Refrigeration Units to eliminate diesel idling at loading docks (**AQ-6**), requiring rooftop solar arrays, cool roofs, and Energy Star appliances to reduce building energy consumption (**AQ-7**), and enforcing compliance with the SCAQMD WAIRE program to reduce warehouse-related mobile source emissions (**AQ-9**).

In addition, future development in accordance with the Cabazon Community Plan would be subject to discretionary permits and would be required to comply with all applicable General Plan policies in place to minimize GHG impacts. For example, General Plan Policies AQ 1.1 through 1.4 and 1.7 would help reduce GHG emissions by encouraging regional coordination on air quality management. General Plan Policies AQ 3.2, 3.4 and 10.1 through 10.4 would promote the use of employer-based policies for encouraging carpooling and transit use. General Plan Policies AQ 5.2 and 5.4 would encourage increased building efficiency in buildings. General Plan Policies AQ 5.1 and 8.4 through 8.9 would encourage land use patterns that reduce single-occupancy vehicle trips. General Plan Policy AQ 13.1 would encourage expansion of the County's alternative fuel fleet. Additionally, General Plan Policies AQ 4.1, 4.2, 4.4, 5.2 and 5.4 would encourage increased energy efficiency for buildings. General Plan Policies AQ 20.21, 20.22, 20.25, 21.1 through 21.4, 22.1, 23.1, 23.2, 24.1, 24.2, 25.1 through 25.3, 26.1, 26.2, 27.1, 27.2, 28.1 through 28.3, and 29.1 through 29.4 would specifically address GHG emissions by reducing vehicle miles traveled, improving energy efficiency, reducing energy consumption, and increasing renewable energy generation.

Following mandatory compliance with the established regulatory framework and General Plan policies, the Cabazon Community Plan's long-term GHG impacts would be reduced. However, due to the lack of details on future development, it is currently not feasible to determine the extent of each development's potential contribution to global climate change and appropriate mitigation measures specific to each development at the time of this writing.

Consistency With the Applicable Plans, Policies, or Regulations

Consistency With the 2019 CAP Update

The County's 2019 CAP Update contains guidance on the County's GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. In particular, the 2019 CAP Update elaborates on the General Plan goals and policies related to the GHG emissions and provides a specific implementation tool to guide future County decisions. The 2019 CAP Update includes a series of Implementation Measures that address various steps to reduce the County's GHG emissions. By implementing the 2019 CAP Update, the County is able to determine that projects that are consistent with the 2019 CAP Update would not have significant GHG-related impacts. Coordination with CARB, SCAQMD, and the State Attorney General's office ensures that the 2019 CAP Update's inventories and reduction strategies adequately address the County's emissions.

The 2019 CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$ per year is used to determine if additional analysis is

required. Projects that exceed the 3,000 $MTCO_2e$ per year are required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and include project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables. Projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the 2019 CAP Update Appendix C and consequently be consistent with the 2019 CAP Update.

As discussed, the Cabazon Community Plan facilitates future development through proposed land use and policy changes. It is noted that future development within the project area would undergo CEQA review and individual development projects would be required to evaluate consistency with the latest CAP (Mitigation Measures **GHG-1** and **GHG-2**). Consistent with State CEQA Guidelines Section 15183.5, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Further, the 2019 CAP Update's Implementation Measures would be incorporated as mitigations, as applicable, for new development. The General Plan EIR anticipates that the implementation of the 2019 CAP Update would reduce the County's emissions by 4.23 million $MTCO_2e$, which is a 25 percent decrease in emissions from new development.

At this stage in the planning process, the scale of future individual projects is not known. Individual land use projects would be analyzed separately on a case-by-case basis as future development phases occur. As such, future development projects in accordance with the Cabazon Community Plan could exceed 2019 CAP Update's 3,000 $MTCO_2e$ per year threshold. Nonetheless, with implementation of Mitigation Measures **GHG-1** and **GHG-2**, Cabazon Community Plan would be consistent with the 2019 CAP Update.

Consistency With the 2024-2050 RTP/SCS

The latest RTP /SCS (i.e., the 2024-2050 RTP/SCS) was adopted by SCAG on April 4, 2024. The goals established for 2024-2050 RTP/SCS provide a foundation for setting a vision for how the future of the SCAG Region will evolve over the next 25 years. The plan performance assessment process provides an important means for determining how well the program of investments included in 2024-2050 RTP/SCS correspond to its foundational goals and to its vision for the future of the SCAG Region. Table 3.10-2, *SCAG 024-2050 RTP/SCS Consistency Analysis*, shows the project's consistency with the four goals found within 2024-2050 RTP/SCS. Each of the four 2024-2050 RTP/SCS goals are supported by sub-goals which provide more specific objectives within that specific focus area. The plan performance measures are designed to support achievement of these regional goals and sub-goals, with many of the measures supporting multiple goals. As shown in Table 3.10-2, the Cabazon Community Plan would be inconsistent with Goal 3 within the 2024-2050 RTP/SCS.

Consistency With the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Provided in Table 3.7-3, *2022 Scoping Plan Consistency Analysis*, is an evaluation of applicable reduction actions by emissions source category to determine whether the project would be consistent with reduction actions outlined in the 2022 Scoping Plan. As shown below, the Cabazon Community Plan would be inconsistent with some actions within the 2022 Scoping Plan.

TABLE 3.7-3 2022 SCOPING PLAN CONSISTENCY ANALYSIS

Actions	Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Not Consistent. As detailed in Section 3.14, *Transportation*, the Cabazon Community Plan would result in significant and unavoidable VMT impacts.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030	Not Consistent. The Cabazon Community Plan would not be consistent with this measure as neither the County nor the State has adopted an ordinance or program requiring all electric appliances beginning 2026 for residential development and 2029 for commercial development. However, the 2025 Energy Code mandates the use of highly efficient electric heat pumps for space and water heating in all newly constructed single-family and multifamily homes to meet strict energy-efficiency thresholds. Additionally, in accordance with the 2025 Energy Code, if a project relies on gas cookline appliances, the building must now include the electrical infrastructure to allow for a future, seamless transition to electricity. Overall, the project would be considered inconsistent with this measure.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	Not Consistent. It should be noted that no specific land use development is being constructed under the Cabazon Community Plan, nor has the County adopted an ordinance or program requiring electricity-powered construction equipment which would be consistent with the 2022 Scoping Plan. As such, it is currently too speculative to determine if construction equipment utilized by future development would achieve 25 percent of construction equipment energy demand electrified by 2030 and 75 percent electrified by 2045. However, future development projects within the project area would be required to comply with this measure if such programs or ordinances are adopted in the future. Nonetheless, as it is currently too speculative to determine if future development under the Cabazon Community Plan would comply with this measure, the project would be considered inconsistent.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. SB 1383 establishes targets to achieve a 50 percent reduction in the level of Statewide disposal of organic waste to a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. All future projects within the project area would be required to comply with local and regional regulations during its operational phase.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	Consistent. SB 1383 requires a 40 percent reduction of hydrofluorocarbon (HFC) emissions below 2013 levels by 2030, which drives the transition to ultra-low-GWP refrigerants and reduces emissions of short-lived climate pollutants. All future projects within the project area would comply with local and regional regulations during operations.

Source: California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, December 2022.

Conclusion

In summary, future development facilitated by the Cabazon Community Plan would be able to achieve emissions reductions based on the considerations discussed below.

- Future development would increase local transit access and would help reduce mobile sources of local GHG emissions;
- Future development would be required to comply with the County's latest CAP;
- Project buildout would be consistent with State GHG Reduction Programs, as well as the latest SCAG's RTP/SCS, and
- Future legislative actions and policies provided in the latest CARB's Scoping Plan would be responsible for guiding GHG reductions for new development in accordance with State goals.

With the above conditions, the future development facilitated by the Cabazon Community Plan would demonstrate compliance with the State's GHG reduction targets, which would help reduce potential GHG emissions generated by development within the project area. Additionally, to reduce these operational GHG emissions to the extent feasible, future development projects would be required to implement Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-9** (detailed in Section 3.2). These measures directly target operational GHG emissions by mandating the installation of EV charging infrastructure and electric plug-ins for Transport Refrigeration Units to eliminate diesel idling at loading docks (**AQ-6**), requiring rooftop solar arrays, cool roofs, and Energy Star appliances to reduce building energy consumption (**AQ-7**), and enforcing compliance with the SCAQMD WAIRE program to reduce warehouse-related mobile source emissions (**AQ-9**).

Nonetheless, the cumulative GHG emissions associated with implementation of the Cabazon Community Plan at full buildout (approximately 1,058,727.33 $MTCO_2e$; refer to Table 3.7-2) represent a substantial increase in GHG emissions that cannot be mitigated through program-level policies alone. As demonstrated above, the proposed Cabazon Community Plan would be consistent with the County's 2019 CAP Update but inconsistent with the 2022 Scoping Plan, and the 2024-2050 RTP/SCS, which include the latest GHG reduction targets. Therefore, GHG impacts associated with the Cabazon Community Plan would be significant and unavoidable.

Cabazon Infrastructure Plan

Quantified GHG Emissions

The CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

Construction Emissions

As previously discussed, construction emissions are considered direct project-related GHG emissions. Construction activities associated with implementation of CIP projects would occur incrementally over time based on funding availability, infrastructure needs, and planning priorities. Construction activities would generally include trenching, excavation, backfilling, resurfacing, utility installation, and limited structural construction, depending on the type of infrastructure improvement. Equipment used for CIP projects may include loaders, excavators, backhoes, paving equipment, concrete mixers, haul trucks, and support vehicles associated with roadway, utility, and facility improvements. Because the CIP is programmatic in nature, the specific details of construction activities, including timing, location, duration, and equipment usage, are not known at this time. Therefore, quantification of construction-related emissions at this program level would be speculative. Future CIP infrastructure projects would be required to implement Mitigation Measures **AQ-1**, **AQ-2**, and **AQ-4** (detailed in Section 3.2) to reduce construction-related fuel consumption and GHG emissions through strict idling restrictions, efficient equipment requirements, and traffic control management. Overall, due to the variability in project size, duration, and equipment needs, there remains the potential for certain CIP projects result in a significant amount of construction-related GHG emissions. Therefore, construction-related GHG impacts associated with implementation of CIP projects would be significant and unavoidable.

Operational Emissions

Operation of the CIP may include minimal GHG emissions associated with area, mobile, electricity, natural gas, water, and solid waste. The majority of the CIP projects would not increase roadway capacity or generate substantial new traffic during operations. However, most CIP projects would include periodic inspection, maintenance, and repair activities, which would result in limited vehicle trips (e.g., maintenance crews, light-duty service vehicles, and occasional equipment transport). These maintenance-related trips would be infrequent and low in intensity compared to typical traffic-generating land uses and would not represent a substantial increase in mobile source emissions. In addition, due to the nature of public infrastructure projects, CIP improvements would generally not introduce new area or energy source emissions, with the exception of wastewater collection and treatment facilities. Wastewater infrastructure may involve routine operation of equipment such as pumps, motors, and associated systems, which could generate minor emissions. However, given the limited scope and conceptual nature of these facilities at this program level, it is not feasible to quantify operational emissions at this time.

Future development in accordance with the Cabazon Community Plan would be subject to discretionary permits and would be required to comply with all applicable General Plan policies in place to minimize GHG impacts. For example, General Plan Policies AQ 1.1 through 1.4 and 1.7 would help reduce GHG emissions by encouraging regional coordination on air quality management. General Plan Policies AQ 3.2, 3.4 and 10.1 through 10.4 would promote the use of employer-based policies for encouraging carpooling and transit use. General Plan Policies AQ 5.2 and 5.4 would encourage increased building efficiency in buildings. General Plan Policies AQ 5.1 and 8.4 through 8.9 would encourage land use patterns that reduce single-occupancy vehicle trips. General Plan Policy AQ 13.1 would encourage expansion of the County's alternative fuel fleet. Additionally, General Plan Policies AQ 4.1, 4.2, 4.4, 5.2 and 5.4 would encourage increased energy efficiency for buildings. General Plan Policies AQ 20.21, 20.22, 20.25, 21.1 through 21.4,

22.1, 23.1, 23.2, 24.1, 24.2, 25.1 through 25.3, 26.1, 26.2, 27.1, 27.2, 28.1 through 28.3, and 29.1 through 29.4 would specifically address GHG emissions by reducing vehicle miles traveled, improving energy efficiency, reducing energy consumption, and increasing renewable energy generation.

Additionally, to reduce operational GHG emissions to the extent feasible, future development projects would be required to implement Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-9** (detailed in Section 3.2). These measures directly target operational GHG emissions by mandating the installation of EV charging infrastructure and electric plug-ins for Transport Refrigeration Units to eliminate diesel idling at loading docks (**AQ-6**), requiring rooftop solar arrays, cool roofs, and Energy Star appliances to reduce building energy consumption (**AQ-7**), and enforcing compliance with the SCAQMD WAIRE program to reduce warehouse-related mobile source emissions (**AQ-9**).

Individual development projects under the proposed CIP projects would be required to undergo subsequent environmental review pursuant to CEQA and would be required to comply with applicable Energy Code and CALGreen standards. Based on the minimal operational activities from future infrastructure projects, operational GHG impacts associated with the CIP, including wastewater infrastructure, would be less than significant.

Consistency With the Applicable Plans, Policies, or Regulations

Consistency With the 2019 CAP Update

The CIP consists of long-term public infrastructure projects related to domestic water supply and distribution, wastewater collection and treatment, flood control, electric power, natural gas distribution, telecommunications, and roadway right-of-way improvements. These infrastructure improvements are intended to support efficient service delivery, improve system reliability, and accommodate future development while complying with evolving State regulations related to energy efficiency, clean energy use, vehicle standards, and emissions reductions.

Further, future infrastructure improvements could undergo CEQA review (if applicable) and would be required to evaluate consistency with the latest CAP (Mitigation Measures **GHG-1** and **GHG-2**). Consistent with State CEQA Guidelines Section 15183.5, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Further, the 2019 CAP Update's Implementation Measures would be incorporated as mitigations, as applicable, for new infrastructure improvements. The General Plan EIR anticipates that the implementation of the 2019 CAP Update would reduce the County's emissions by 4.23 million $MTCO_2e$, which is a 25 percent decrease in emissions from new development.

Additionally, although the scale of future infrastructure projects is not known, infrastructure improvements usually would not exceed the 2019 CAP Update's 3,000 $MTCO_2e$ per year threshold. For above reasons, the CIP would be consistent with the 2019 CAP Update.

Consistency With the 2024-2050 RTP/SCS

The 2024-2050 RTP/SCS provide a foundation for setting a vision for how the future of the SCAG Region will evolve over the next 25 years. The plan performance assessment process provides an important means for determining how well the program of investments included in 2024-2050

RTP/SCS correspond to its foundational goals and to its vision for the future of the SCAG Region. The CIP consists of long-term public infrastructure projects related to domestic water supply and distribution, wastewater collection and treatment, flood control, electric power, natural gas distribution, telecommunications, and roadway right-of-way improvements. These infrastructure improvements are intended to support efficient service delivery, improve system reliability, and accommodate future development while complying with evolving State regulations related to energy efficiency, clean energy use, vehicle standards, and emissions reductions. Operation of CIP infrastructure projects would not introduce new GHG emission-generating land uses or substantially increase VMT.

Consistency With the 2022 Scoping Plan

The 2022 Scoping Plan identifies key sectors for Statewide GHG reduction, including transportation systems, energy supply, water and wastewater infrastructure, and public facilities. The CIP consists of long-term public infrastructure projects related to domestic water supply and distribution, wastewater collection and treatment, flood control, electric power, natural gas distribution, telecommunications, and roadway right-of-way improvements, which align with sectors addressed in the 2022 Scoping Plan. These infrastructure uses are intended to support efficient service delivery, improve system reliability, and accommodate future development while complying with evolving State regulations related to energy efficiency, clean energy use, vehicle standards, and emissions reductions. Operation of CIP infrastructure projects would not introduce new GHG emission-generating land uses or substantially increase VMT. Individual projects would be required to comply with applicable State and local regulations that implement the 2022 Scoping Plan strategies, including energy efficiency standards, clean fuel requirements, and electrification policies. Therefore, GHG emissions associated with the CIP would be consistent with the emissions-reduction framework and long-term carbon neutrality objectives established by the 2022 Scoping Plan.

Conclusion

In summary, the proposed CIP would be consistent with the County's 2019 CAP Update, the 2022 Scoping Plan, and the 2024-2050 RTP/SCS. Therefore, GHG impacts associated with the CIP would be less than significant.

Conclusion on Overall Project's GHG Impacts

Consistency with appliable plans, policies, or regulations was used to determine significance of the Cabazon Community Plan and the CIP. Although the CIP would be consistent with the County's 2019 CAP Update, the 2022 Scoping Plan, and the 2024-2050 RTP/SCS, implementation of the Cabazon Community Plan would conflict with the 2022 Scoping Plan and the 2024-2050 RTP/SCS while maintaining consistency with the 2019 CAP Update (through implementation of Mitigation Measures **GHG-1** and **GHG-2**). Therefore, impacts would be significant and unavoidable in this regard.

Mitigation Measures:

GHG-1 To ensure GHG emissions resulting from new development are reduced to levels necessary to meet California State targets, the County of Riverside shall require all new discretionary development pursuant to the Cabazon Community

Plan to comply with applicable Implementation Measures of the Riverside County Climate Action Plan.

GHG-2 In lieu of a project-specific GHG analysis, future discretionary projects pursuant to the Cabazon Community Plan shall incorporate GHG reduction measures within the Riverside County Climate Action Plan (CAP) into project design. Prior to project approval, the project Applicant shall:

1. Identify the applicable GHG reduction measures for the project's land use type found in the Screening Tables within the Riverside County Climate Action Plan (CAP);
2. Incorporate measures demonstrating substantial consistency with the County's established GHG reduction goals for that sector; and
3. Provide documentation showing how the measures would be incorporated.

For projects submitted during the transition between CAP versions, the project Applicant shall select compliance under either framework at the County's discretion, provided the selected measures remain consistent with current County policies. Compliance with Implementing Measures identified in the applicable CAP framework shall constitute sufficient mitigation of project GHG impacts.

Additionally, refer to Mitigation Measures **AQ-1**, **AQ-2**, **AQ-4**, **AQ-6**, **AQ-7**, and **AQ-9** in Section 3.2, *Air Quality*.

Level of Significance: Significant and unavoidable impact.

Cumulative Impacts

Impact 3.7-3	**The project would have the potential to result in a significant cumulative impact related to greenhouse gas emissions. Impacts would be cumulatively considerable.**

Climate change is an inherently cumulative category of impact. No one project will cause climate change; rather, it is the agglomeration of all global emissions that causes harm. To help address its contribution to the cumulative issue, the State of California has elected to reduce GHG emissions at the State level for activities under its control and has promulgated policy for local agencies to do the same. As such, the County predominantly uses its CAP (i.e., the 2019 CAP Update) as the mechanism to reduce GHG emissions in the County on a project-by-project basis.

Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project also serve as the project's cumulative impact.

As analyzed in Impact 3.7-1 and 3.7-2, although the CIP portion of the project would result in less than significant GHG impacts, the Cabazon Community Plan portion of the project would implementation of the Cabazon Community Plan would conflict with the 2022 Scoping Plan and the 2024-2050 RTP/SCS while maintaining consistency with the 2019 CAP Update (through implementation of Mitigation Measures **GHG-1** and **GHG-2**). Overall, the Cabazon Community Plan would be cumulatively contribute to GHG impacts and impacts in this regard would be **significant and unavoidable**.

Based on the project's significant and unavoidable GHG impacts, the proposed project's contribution to a cumulative impact would be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures **GHG-1** and **GHG-2**, and Mitigation Measures **AQ-1**, **AQ-2**, **AQ-4**, **AQ-6**, **AQ-7**, and **AQ-9** in Section 3.2, *Air Quality*.

Level of Significance: Cumulatively considerable impact.

3.7.5. Sources Cited

California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, December 2022.

County of Riverside, *County of Riverside Climate Action Plan Update,* December 17, 2019.

County of Riverside, General Plan (General Plan) (2015)

County of Riverside, Environmental Impact Report No. 521.

EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022*, April 2024.

EPA, *Overview of Greenhouse Gases*, https://www.epa.gov/ghgemissions/overview-greenhouse-gases, accessed April 21, 2026.

Intergovernmental Panel on Climate Change, *Climate Change 2021: The Physical Science Basis*, August 2021.

National Research Council, *Advancing the Science of Climate Change*, 2010.

The Pass Area Plan (2016).

Southern California Association of Governments, *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, April 4, 2024.

3.8. Hazards and Hazardous Materials

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to hazards and hazardous materials.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (2015)
- Riverside County Ordinances
- US Environmental Protection Agency (USEPA) National Priority List
- USEPA Superfund Enterprise Management System
- USEPA Envirofacts
- Department of Toxic Substances Control (DTSC)'s Envirostor Database
- State Water Resources Control Board (SWRCB)'s GeoTracker Database
- Riverside County Airport Land Use Commission (ALUC) Airport Land use Compatibility Plans (ALUCP)

3.8.1. Environmental Setting

Hazardous Materials and Waste Defined

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes, and both are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (22 CCR Section 66261.30). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

Public health is potentially at risk whenever hazardous materials are or will be used. It is necessary to differentiate between the hazard of these materials and the acceptability of the risk they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure and the inherent toxicity of a material.

Factors that can influence health effects when human beings are exposed to hazardous materials include the dose to which the person is exposed, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can

be disposed of properly (22 CCR Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Various agencies maintain hazardous waste and substance lists in planning documents used by State and local agencies to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials sites. While hazardous substances are regulated by multiple agencies, as described under the Regulatory Framework subsection below, cleanup requirements for hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over a project.

Because the project does not propose any development but facilitates future Capital Improvement Projects (CIP), residential, and nonresidential development consistent with State and local regulations, site-specific surveys to determine the presence or absence of hazardous materials within the project area have not been conducted. Therefore, impact conclusions are based on available information and that project level CEQA review will be required to address site specific conditions.

Airport Hazards

There are no airports within the Cabazon Community Plan. The Banning Municipal Airport, located at 200 South Hathaway Street, is approximately 0.9-mile west of the project area. The northwestern portion of the project falls within Compatibility Zone E of the Banning Municipal Airport Influence Area; refer to Figure 3.8-1, *Banning Municipal Airport Compatibility Plan Map*. According to Table 2A, *Basic Compatibility Criteria*, of the Riverside County ALUC Plan Policy Document, adopted October 2004, there are no required residential density or usage intensity restrictions in Zone E; however, airspace review is required for structures over 100 feet tall. Prohibited uses in Zone E include the following: physical (e.g., tall objects), visual, electronic forms of interference with the safety of aircraft operations, and land use development that may cause the attraction of birds to increase.

Lands within the Cabazon Community Plan and within Compatibility Zone E of the Banning Municipal Airport Influence Area are currently owned by Robertson's Ready Mix, a significant aggregate quarry and processing plant, and are designated Rural Desert (RD), Rural Mountainous (RM) and Rural Residential (RR).

Project Area Regulatory Properties

A regulatory database search was performed of the SWRCB GeoTracker,[1] DTSC Envirostor,[2] USEPA National Priority List,[3] Superfund Enterprise Management System,[4] and Envirofacts

[1] State Water Resources Control Board, *GeoTracker*, http://geotracker.waterboards.ca.gov/, accessed February 9, 2026.

[2] Department of Toxic Substances and Control (DTSC), *Envirostor*, http://www.envirostor.dtsc.ca.gov/public/, accessed February 9, 2026.

[3] Superfund National Priorities List (NPL) Where You Live Map, Superfund National Priorities List (NPL) Where You Live Map, accessed April 28, 2026.

[4] USEPA Cleanups in My Community, EPA - Cleanups in My Community, accessed April 28, 2026.

databases[5] to identify hazardous materials regulated facilities within the project area. The Envirostor database and USEPA National Priority List did not identify any hazardous material facilities within the project area.

The Superfund Enterprise Management System and Envirofacts identified two Superfund Non-National Priorities List (NPL) Sites within the project area; refer to Figure 3.8-2, *Project Area Regulatory Properties*. Benaire Enterprises (EPA Registry Id: 110055211346) is located at 49800 Bonita Street and Benaire Radium Trailers (EPA Registry Id: 110055211355) is located at 4972 Main Street. Both sites are categorized as contaminated sites under the Federal Superfund program but are not listed on the NPL. Contaminants of concern at the sites are radium, polychlorinated biphenyls (PCBs), and solvents as a result of radium paint. According to the Removal Action Administrative Index dated July 14, 2024, the USEPA requested removal of the contaminants on September 13, 2013, and no long-term cleanup plan was expected for the site. The enforcement action is identified as confidential, and the USEPA has determined that no further Federal action (NFFA) will be taken at the sites.[6]

Table 3.8-1, *GeoTracker Database Listed Sites*, lists the GeoTracker database listed sites that occur within the project area. All of the sites listed on the GeoTracker database are leaking underground storage tank (LUST) sites that have received a "No Further Action." A LUST site qualifies to receive a No Further Action (closure) letter once the owner or operator meets all appropriate corrective action requirements.[7]

TABLE 3.8-1 GEOTRACKER DATABASE LISTED SITES

Site Name	Site Type	Status	Address
Chevron Station #9-7410	LUST	Case Closed – No Further Action	48960 Seminole Drive
Hadley Fruit Orchard	LUST	Case Closed – No Further Action	49668 Main Street
Robertson's Ready Mix	LUST	Case Closed – No Further Action	13990 Apache Trail
Texaco Cabazon	LUST	Case Closed – No Further Action	50876 Seminole Drive

Source: State Water Resources Control Board, *GeoTracker*, http://geotracker.waterboards.ca.gov/, accessed February 9, 2026.

Asbestos-Containing Materials

Asbestos, a natural fiber used in the manufacturing of different building materials, has been identified as a human carcinogen. Most friable (i.e., easily broken or crushed) asbestos-containing materials (ACM) were banned in building materials by 1978. By 1989, most major manufacturers had voluntarily removed non-friable ACM (i.e., flooring, roofing, and mastics/sealants) from the market. These materials, however, were not banned completely. The project area includes

[5] USEPA Envirofacts Multisystem Search, Envirofacts Multisystem Search, accessed April 28, 2026.

[6] CERCLA Site Information, BANAIRE RADIUM TRAILERS | Superfund Site Profile | Superfund Site Information | USEPA, accessed April 28, 2026.

[7] State Water Resources Control Board, *Performance Report*, https://www.waterboards.ca.gov/about_us/performance_report_1516/cleanup/41112_tanks_petro_active_rem.shtml, accessed February 9, 2026.

existing development from and prior to 1978; therefore, the presence of ACM is likely in some structures.

Lead-Based Paints

Lead-based paint (LBP) has been identified by Occupational Safety and Health Administration (OSHA), the USEPA, and the Department of Housing and Urban Development (HUD) as a potential health risk to humans, particularly children, based on its effects to the central nervous system, kidneys, and bloodstream. The Department of Housing and Urban Development classifies the risk of LBP based upon the painted surface's age and condition. The project area includes existing development from and prior to the 1960s; therefore, the presence of LBP is likely in some structures.

School Sites

There is one school site within the project area: Cabazon Elementary School, located at 50575 Carmen Avenue. There are no school sites within 0.25-mile of the project area.

3.8.2. Regulatory Framework

Federal

Superfund: National Priorities List (NPL)

The NPL is the USEPA's list of hazardous waste sites in the United States that warrant further investigation and possible cleanup under the Superfund program. Sites are added after going through the Hazard Ranking System evaluation, a public comment period, and USEPA review. The NPL serves mainly as an information and management tool that helps the USEPA determine which sites need detailed assessment, which may require Comprehensive Environmental Response, Compensation, an Liability Act (CERCLA) funded remedial action, and how to notify the public and potentially responsible parties. Being listed does not assign liability or require any action by a site's owner or operator. The NPL is updated periodically through Federal Register notices, and it represents Appendix B of the National Contingency Plan, as required by CERCLA Section 105.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA) requires infrastructure at the State or local level to plan for emergencies resulting from potential release of chemical materials. Any documented information pertaining to a specific release at a site is required to be made publicly available so that interested parties may become informed about potentially dangerous chemicals released in their community. Sections 301 through 312 of the act are administered by the USEPA's Office of Emergency Management.

Hazardous Materials Transportation Act

Under Title 49 of the Code of Federal Regulations, the US Department of Transportation is responsible for regulating the transport of hazardous materials. The California Highway Patrol and the California Department of Transportation are primarily responsible for enforcing Federal and State regulations pertaining to such activities and for responding to any related emergencies.

These agencies are also responsible for necessary permitting for the transport of hazardous materials.

Toxic Substances Control Act

The Toxic Substances Control Act phased out the use of asbestos and asbestos-containing materials in new building materials. The act identifies requirements for the use, handling, and disposal of asbestos-containing materials. Additionally, Section 402(a)(1) of the act establishes disposal standards for lead-based paint.

Resource Conservation and Recovery Act (as Amended by the Hazardous and Solid Waste Amendments of 1984)

The Resource Conservation and Recovery Act (RCRA) generally communicates Federal laws pertaining to hazardous waste management and provides for a "cradle to grave" approach to the regulation of hazardous wastes. The RCRA requires any entity generating hazardous waste to identify and track such substances from generation to recycling, reuse, or disposal. The DTSC implements the RCRA program in combination with other State hazardous waste laws, collectively known as the Hazardous Waste Control Law.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA "umbrella" to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of State resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality (CalEPA 2017). CalEPA and the SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable State and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

Also, as required by Government Code Section 65962.5, CalEPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List (discussed in detail below).

California Building Code

The 2025 California Building Code (CBC) is based on the 2024 International Building Code, which is a model building code developed by the International Code Council that sets rules specifying the minimum acceptable level of safety for building construction in the United States. The CBC is part of the CCR, Title 24 Part 2. The California Residential Code (CRC) is part of the CCR, Title 24 Part 2.5. The CBC is updated periodically. The current CBC version was published July 1, 2025, and became effective January 1, 2026. Development projects must show compliance with the CBC and/or CRC through the development review process. Building permits are submitted and reviewed for compliance prior to obtaining construction and building permits.

California Fire Code

The California Fire Code, which is updated every three years, is included in CCR Title 24, Part 9 and was created by the California Building Standards Commission. Based on the International Fire Code, the California Fire Code serves as the primary means for authorizing and enforcing procedures and methods to ensure the safe handling and storage of hazardous substances that pose potential public health and safety hazards. The code regulates the use, handling, and storage requirements for hazardous materials at certain facilities. The California Fire Code and the CBC apply a classification system in identifying appropriate protective measures relative to fire protection and public safety. Such measures may include identification and use of proper construction standards, setbacks from property lines, and/or installation of specialized equipment.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for structural standards (similar to those identified in the CBC), fire protection and public notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise structures and childcare facilities, and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all State-owned buildings, State-occupied buildings, and State institutions in California.

Government Code Section 65962.5(a), Cortese List

The California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by State and local agencies and by private developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires CalEPA to annually update the Cortese List. The DTSC is responsible for preparing a portion of the information that comprises the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information that is part of the complete list.

The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying State response sites, Federal Superfund sites, school cleanup sites, and voluntary cleanup sites. EnviroStor identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste.

California Environmental Quality Act

Under CEQA Guidelines Article 19, Categorical Exemptions, § 15300.2(e) applies to hazardous waste sites. “A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.” Therefore, even if a project were otherwise qualified for an infill exemption (State CEQA Guidelines § 15332) or New Construction or Conversion of Small Structures exemption (State CEQA Guidelines § 15303), etc., it would not be exempt from CEQA if located on a hazardous waste site, and the lead agency would be required to prepare a Negative Declaration or Environmental Impact Report.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

Strategic Fire Plan for California

The 2024 Strategic Fire Plan was prepared by the California Board of Forestry and Fire Protection and CAL FIRE for the purpose of statewide fire protection. The plan sets forth the vision and direction for CAL FIRE for the coming years. The plan is a collaborative effort between CAL FIRE, CAL FIRE employees, partners, collaborators, and the public in identifying operational opportunities, key issues, and future strategies to drive improvement.

Federal/State Occupational Safety and Health Act

Federal OSHA and State OSHA (Cal/OSHA) laws provide for the education of handlers of hazardous materials; employee notification for those working with or in proximity to hazardous materials; acquisition of product safety data sheets and manufacturing data for proper use and handling of hazardous materials; and remediation training for employees for accidental release of hazardous materials. The act requires preparation of an Injury and Illness Prevention Program, which outlines measures to ensure employee safety such as inspections, how to address unsafe conditions, employee training, and communication protocols.

Local

County of Riverside General Plan

Safety Element

The following policies from the County of Riverside General Plan Safety Element are applicable to the project in regard to hazards and hazardous materials:

S 3.14 Development using, storing, or otherwise involved with substantial quantities of onsite hazardous materials should not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied. Hazardous materials should be stored in watertight containers, not capable of floating, to the extent required by State and Federal laws and regulations. Facilities

storing substantial quantities of hazardous materials within inundation zones should be adequately flood-proofed and hazardous materials containers shall be anchored and secured to prevent flotation and contamination.

S.5.1 Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County's Hazardous Waste Management Plan (CHWMP).

S 5.2 Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.

S 5.3 Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

S 5.4 Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.

S 5.5 Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.

S 5.6 Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept onsite.

S 5.7 Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.

S 5.8 Ensure that the use and disposal of hazardous materials in the County complies with local, State, and Federal safety standards.

S 5.9 Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

S 6.1 Continually strengthen the Riverside County Emergency Management Department's Response Plan and Multi-Jurisdictional Local Hazard

Mitigation Plan (as approved by the Federal Emergency Management Agency) and maintain mutual-aid agreements with Federal, State, local agencies, and the private sector to assist in:

a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress
b) Heavy search and rescue
c) Fire suppression
d) Hazardous materials response
e) Temporary shelter
f) Geologic and engineering needs
g) Traffic and crowd control

S 6.2 Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.

S 6.3 Prioritize multilingual staff personnel as a resource to assist in evacuation and short-term recovery activities.

S 6.4 Use incentives and disincentives to encourage private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by maintaining a fire control plan, including an onsite firefighting capability and volunteer fire response teams to respond to small fires, and identifying medical personnel or residents capable and certified in first-aid and CPR.

Land Use Element

The following policies from the County General Plan Land Use Element are applicable to the project in regard to hazards and hazardous materials:

LU 15.2 Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan's Airport Influence Area section for the airport in question.

LU 15.4 Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law.

LU 15.7 Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan.

LU 15.9 Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are applicable to hazards and hazardous materials:

Ordinance No. 615, *Hazardous Waste Generation, Storage, Handling and Disposal:* This ordinance was promulgated for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated. This ordinance designates Riverside County Department of Environmental Health (RCDEH) to enforce the provisions of Health and Safety Code (HSC) Division 20, Chapter 6.5, § 25100, *et seq*., and the "Environmental Health Standards for the Management of Hazardous Waste," as specified in CCR Title 22, Division 4.5, pertaining to the generation, storage, handling, disposal, treatment and recycling of hazardous waste.

Ordinance No. 617, *Underground Storage Tanks Containing Hazardous Substances*: This ordinance implements § 25280 et seq. of the California Health and Safety Code to ensure that hazardous substances stored in underground tanks are done so safely and in a manner that prevents contamination. It does so by establishing appropriate construction standards for new underground storage tanks and requiring maintenance, monitoring and inspection of existing tanks. The ordinance also establishes a Local Oversight Program for "unauthorized releases of petroleum and petroleum-related materials from leaking underground tanks systems which require remedial action.to prevent long-term threats to the public health, water quality and environment." The RCDEH manages these programs.

Ordinance No. 651, *Disclosure of Hazardous Materials and Business Emergency Plans:* This ordinance implements the State of California's "Hazardous Materials Release Response Plans and Inventory Law" (HSC, Chapter 6.95), to establish a system for permitting businesses handling hazardous materials. It serves to enforce minimum material standards and designates the Riverside County Community Health Agency as the agency responsible for administering and enforcing HSC Chapter 6.95. The RCDEH may require compliance with the applicable articles of the most-current Fire Codes. Pursuant to HSC § 25500, the Riverside County Board of Supervisors may also impose additional, more stringent requirements on businesses that handle hazardous materials.

Ordinance No. 718, *Generation, Storage and Transportation of Medical Waste:* This ordinance implements a medical waste management program in accordance with the Medical Waste Management Act, HSC Division 14, Part 14. It establishes requirements for the management of medical waste and makes provisions for its enforcement.

Ordinance No. 348 § 18.44, *Hazardous Waste Facility Siting Permit:* This ordinance outlines specific requirements applicable to the siting or expansion of a hazardous waste facility in order to safeguard life, health, property and the public welfare. Hazardous waste facilities are permitted in the Manufacturing-Heavy Zone provided that a hazardous waste facility siting permit is granted.

Ordinance No. 787, *Fire Code Standards*: This ordinance adopts and, where necessary amends, the CFC to safeguard lives and property from fire, explosion hazards and hazardous conditions within Riverside County. It also governs the issuance of fire permits and the collection of fees. The ordinance helps ensure that structural and nonstructural architectural elements of buildings do not impede emergency egress for fire safety personnel, equipment or apparatus and do not hinder evacuation from fires, including potential blockages of stairways or fire doors. During adoption of Ordinance No. 787, the Riverside County Board of Supervisors also included additional requirements and standards for fire hazard reduction in order to ensure the health, safety and welfare of existing and future residents and workers in Riverside County, based on demands of climate, geography, topography, and geology.

Riverside County Ordinances Chapter 8.52.040(b)(3), *Construction and Demolition Requirements:* The County requires for any operator involved in demolition activities shall comply with Air Quality Management District (AQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requirements, and the requirements of Title 40, Part 61 of the code of Federal Regulations.

Riverside County Ordinances Chapter 8.64.030, *Requirements for handling hazardous materials:* The County requires for any operator in handling hazardous materials to comply with the basic protocol for handling hazardous materials. Protocol measures pursuant to Chapter 8.64.030 include correction of unsafe conditions, storage of hazardous materials, physical separation of hazardous materials from building structures, restricted access to hazardous materials, warning signs, posting, emergency contact information, emergency equipment and employee training guidelines.

Riverside County Airport Land Use Compatibility Plans

In 2004, the Riverside County ALUC adopted the Riverside County Airport Land Use Compatibility Plan, which establishes policies applicable to land use compatibility planning in the vicinity of airports throughout the County. Included are compatibility criteria and maps for the influence areas of individual airports, as well as procedural requirements associated with the compatibility review of development proposals. As shown in Figure 3.8-1, portions of the project area fall within the Banning Municipal Airport Land Use Compatibility Plan.

The following Airport Land Use Compatibility Plan policies are applicable to the project:

3.1.1 Basic Land Use Compatibility Criteria: The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

3.1.4 Nonresidential Development: The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.

a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

   i. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

   ii. Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 4.2.5(b) and listed in Table 2A unless special risk reduction building design measures are taken as described in Policy 4.2.6.

c) The noise exposure limitations cited in Policy 4.1.4 and listed in Table 2B shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 4.1.6 shall also be considered.

4.2.4 Open Land: In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

a) To qualify as open land, an area should be:

   i. Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

   ii. Have minimum dimensions of approximately 75 feet by 300 feet.

b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this Compatibility Plan. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

4.2.6 Risk Reduction Through Building Design: The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

a) This intensity bonus is not applicable within Compatibility Zone A (no buildings are permitted) or E (densities and intensities are not limited) and shall not be applied to buildings situated within Compatibility Zones B1, B2, or C for runways routinely used by large aircraft (aircraft having a maximum certificated takeoff weight of more than 12,500 pounds).

b) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:

- Using concrete walls;
- Limiting the number and size of windows;
- Upgrading the strength of the building roof;
- Avoiding skylights;
- Enhancing the fire sprinkler system;
- Limiting buildings to a single story; and
- Increasing the number of emergency exits.

c) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

d) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

CAL FIRE/Riverside Unit Strategic Fire Plan

The CAL FIRE/Riverside Unit Strategic Fire Plan is a comprehensive, collaborative roadmap for reducing wildfire risk across Riverside County. It was last updated in 2025 and expands beyond the historic focus on the San Jacinto Mountains to address rapidly growing WUI communities and landscapes transformed by drought, invasive pests, and repeated fires. The plan emphasizes pre-fire management—fuels reduction, ignition prevention, fire-safe development, and ecological restoration—to reduce wildfire impacts and improve initial attack success. Six strategic objectives

guide the plan, centered on community protection, interagency coordination, policy improvement, and cost-effective fire management. Through prescribed fire, fuel breaks, defensible space enforcement, public education, and strong partnerships, the plan aims to protect lives, property, infrastructure, watersheds, and natural resources while building long-term fire resilience.

CAL FIRE Riverside County Department of Environmental Health – Hazardous Materials Branch

The RCDEH Hazardous Materials Branch is the local administrative agency (i.e., Certified Unified Program Agency (CUPA)) that coordinates the regulation of hazardous materials and hazardous waste in the County. The CUPA serves as a single point of contact for permitting, billing, and inspections; uniformity and consistency in enforcement of regulations; and a single fee system incorporating all of the applicable fees from the six CUPA programs.

Riverside County Household Hazardous Waste Program

Riverside County's Household Hazardous Waste Program is administered through the County Department of Waste Resources. The Program participation includes working with the California Department of Resources Recycling and Recovery (CalRecycle) office. The Program's goals include education, places for disposal, monitoring of regulation requirements, and significant reductions in the disposal of household hazardous waste in solid waste landfills.

Riverside County Fire Department

The Riverside County Fire Department (RCFD) maintains a hazardous material (also known as hazmat) team to respond to hazardous materials spills and leaks, as well as provide expertise in the safe handling, abatement, and documentation of hazmat emergencies. The RCFD implements its program through its Hazardous Materials Response Plan, which is required under CCR Title 8. Riverside County's team is a two-part company consisting of a hazmat unit and a support unit. All team members are trained to the California Specialized Training Institute "technical specialist" level. The RCFD also administers compliance with Ordinance No. 615 (hazardous waste) and Ordinance No. 718 (medical waste) regulations, as well as Ordinance No. 348 § 18.44 regarding hazardous waste facilities.

3.8.3. Significance Thresholds and Methodology

Significance Thresholds

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

5. Result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

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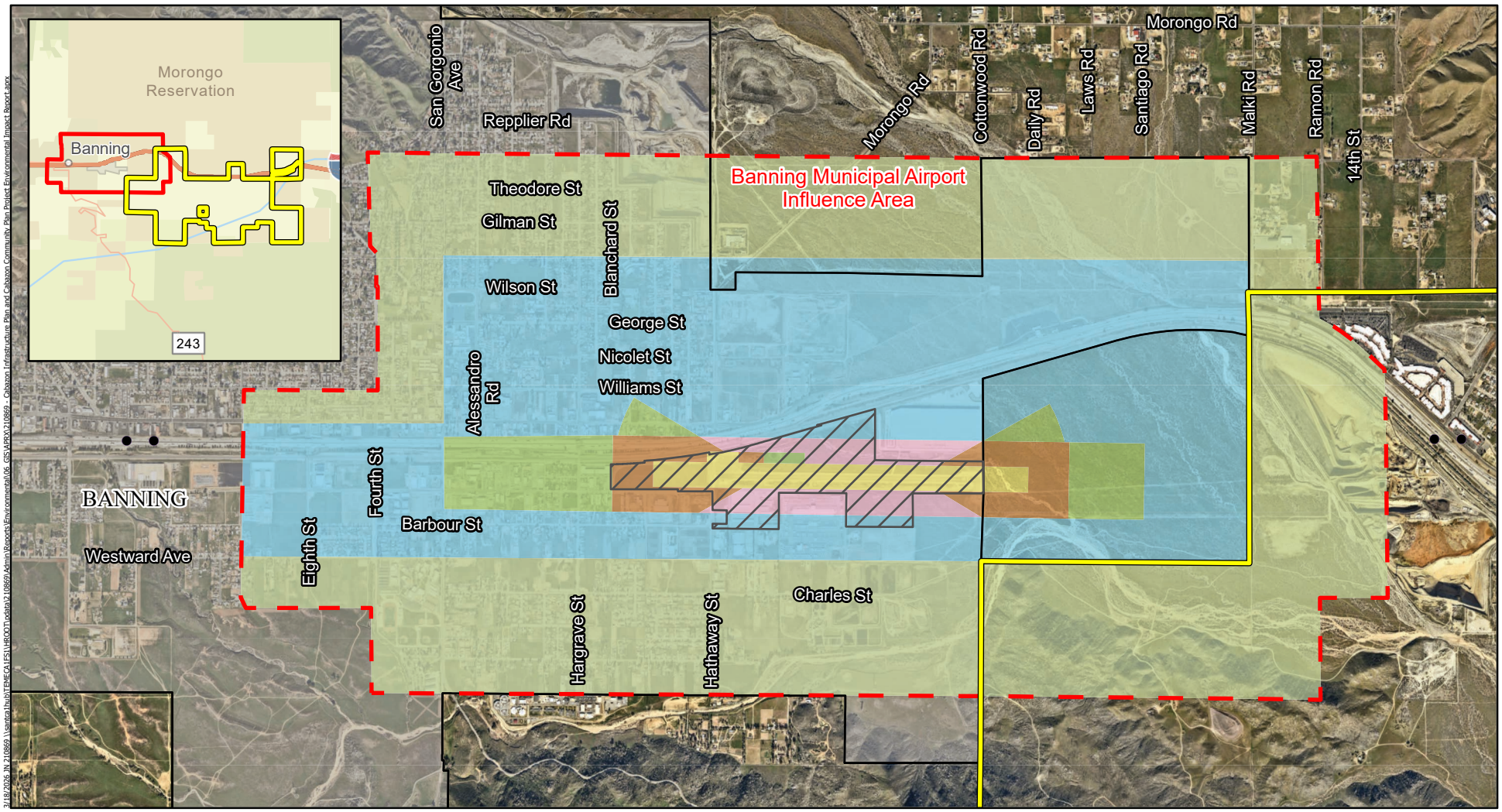

Legend

- Cabazon Community Plan Boundary
- City Boundary
- Airports
- Airport Influence Areas

Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2026 Nearmap Imagery

Banning Municipal Airport Compatibility Plan Map

Figure 3.8-1

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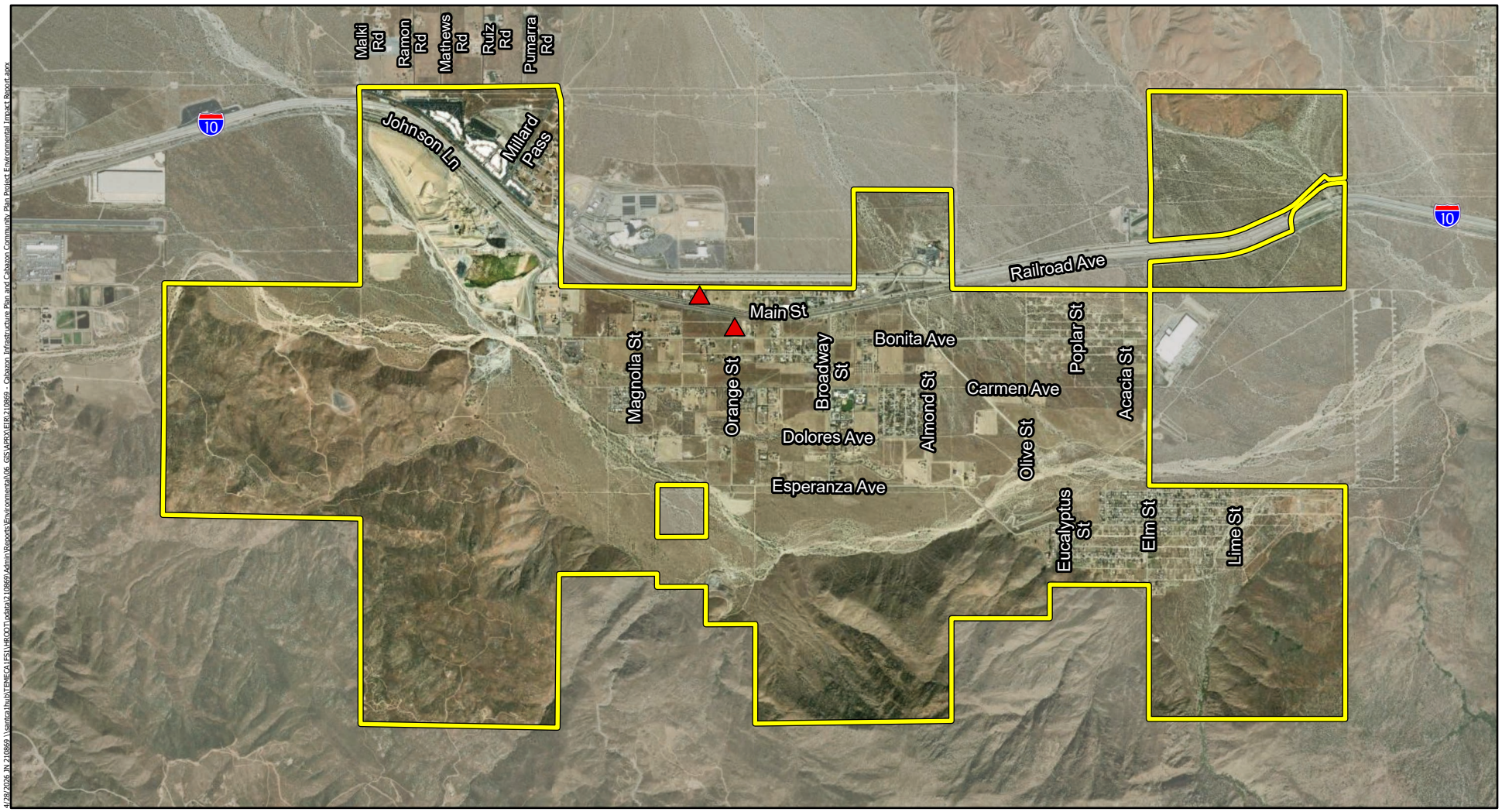

Legend

- Superfund Non-NPL Sites
- Cabazon Community Plan Boundary

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Project Area Regulatory Properties

Figure 3.8-2

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, EPA, Riverside County

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3.8.4. Project Impacts and Mitigation

Transport, Use, or Disposal of Hazardous Materials

Impact 3.8-1	**The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.**

Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Similarly, CIP facilities, such as wastewater treatment plants and public water systems, use chemicals to meet treatment objectives and to comply with required disinfection and treatment standards under drinking water regulations.

Implementation of the proposed project would facilitate the future development of residential and non-residential uses as well as CIP facilities. As a result, buildout of the CIP and Cabazon Community Plan would result in an increase in the routine transport, use, and storage of hazardous materials in the project area, potentially resulting in accidental releases. Risk of upset can involve scenarios that could adversely affect the public or the environment through accidental release of hazardous materials. Exposure of persons to hazardous materials could also occur through the operations of future developments associated with the improper handling of hazardous materials/wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Typical incidents that could create a hazard involve accidental releases of hazardous materials including accidents during transport causing a “spill” of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic vapors that might be generated. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

However, hazardous materials and wastes are extensively regulated and monitored by Federal and State law. The use of hazardous materials is regulated and monitored under EPCRA, RCRA, and the Hazardous Materials Disclosure Program. Transportation of hazardous materials and/or wastes is regulated under RCRA, the Hazardous Materials Transportation Act, Hazardous Wastes Control Law, and CCR Title 22. Disposal of hazardous wastes regulated under RCRA, Hazardous Wastes Control Law, and CCR Title 22. CCR §§ 2729 through 2732 provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. Compliance with all applicable Federal, State, and regional regulations would minimize potential impacts to the public or environment. Specific hazards and hazardous materials anticipated for the project area are identified below.

Non-Residential Development

Implementation of the proposed project would facilitate mixed use, commercial retail, light industrial, and public facility use developments. The project would also introduce CIP facilities,

such as wastewater treatment plants and public water systems. These types of uses may require the routine transport, use, and storage of hazardous materials in the project area. Future, mixed use, commercial retail, light industrial, public facility, and CIP development using, storing, or transporting hazardous materials would be required to adhere to General Plan Policies S.5.1 through S.5.9 for the handling and storage of hazardous materials. These policies collectively implement Federal, State, and local hazardous materials regulations by requiring project-level review of hazardous materials use, storage, transport, and disposal; enforcing compliance with the County's Hazardous Waste Management Plan; and ensuring that hazardous materials are handled in accordance with current safety and environmental protection standards. In addition, future uses would be required to demonstrate compliance with Riverside County Ordinances Chapter 8.64.030, *Requirements for handling hazardous materials*, which requires standardized handling, storage, access control, and emergency preparedness measures for hazardous materials to protect public health and safety, as well as all applicable Cal/OSHA and USEPA requirements. In accordance with Cal/OSHA's Process Safety Management of Highly Hazardous Chemicals standard (29 CFR 1910.119), operation of these uses would require the preparation of a Process Safety Management Program to prevent or minimize the consequences of catastrophic releases of toxic, flammable, or explosive chemicals.

In addition, any future non-residential development where the maximum quantity of a regulated substance exceeds the specified threshold quantity (500 pounds of a solid, 55 gallons of a liquid, or 200 cubic feet of a gas), would be required to prepare a Hazardous Materials Business Plan (HMBP) with the County. The HMBP regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law. The information from the HMBP is made available to first responders in the County for emergency response activities. All development handlers would be required to disclose their inventory and quantity of hazardous materials in the form of a Material Safety Data Sheet (MSDS) to be included as part of the HMBP and to provide an escape route for staff employees and emergency access routes for first responders in the event of an emergency. The HMBP would be required to be posted onsite in an accessible location of the business for staff workers and inspectors. Dependent upon the type and quantity of materials stored onsite, a Spill Prevention Control and Countermeasure Plan (SPCC) may be required upon County review. The purpose of the SPCC is to help facilities prevent a discharge of oils, solvents, or fuels into navigable waters or adjoining shorelines, requires facilities to develop, maintain, and implement an oil spill prevention plan.

Residential Development

Implementation of the Cabazon Community Plan would increase residential land uses within the project area. The use of hazardous household materials is common in residential applications, and materials transport to- and-from these sites during construction and operation could occur. However, adherence to applicable Federal, State, and General Plan Policy S.5.5 regulating the storage of hazardous materials and wastes would apply for residential construction and post construction residential development.

Therefore, compliance with the requirements of Federal, State, and local laws and regulations regarding the use and storage of hazardous materials would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the project would be less than significant.

Transportation Routes

All transportation route-related uses and activities would be required to comply with applicable Federal, State, and regional regulations. In addition, General Plan Policy S.5.2 requires County review of projects transporting hazardous wastes, and compliance with Riverside County Ordinance Chapter 8.64.030, which reduces potential transportation-related hazardous materials impacts by requiring standardized handling protocols, secure storage, restricted access, warning signage, and emergency preparedness measures that minimize the risk of spills, unauthorized access, and accidental release during transport activities. Compliance with existing Federal, State, and County policies and local regulatory requirements and regulations would ensure implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Accidental Release of Hazardous Materials

Impact 3.8-2	**The project could have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant with mitigation incorporated.**

As discussed in Impact 3.8-1, the project would facilitate future residential, mixed use, commercial retail, light industrial, and public facility use development, as well as associated infrastructure improvements within the project area that could involve the transport, use, and storage of hazardous materials. All future development would be subject to Federal and State hazardous materials regulations, including RCRA and CCR Title 22, as well as Riverside County General Plan Safety Element Policies S.5.1 through S.5.9 and Riverside County Ordinance Chapter 8.64.030, which collectively regulate the handling, storage, transport, use, and emergency response for hazardous materials.

Hazardous Materials Sites

The Superfund Enterprise Management System and Envirofacts identified two Superfund Non-NPL Sites within the project area; refer to Figure 3.8-2. Benaire Enterprises (EPA Registry Id: 110055211346) is located at 49800 Bonita Street and Benaire Radium Trailers (EPA Registry Id: 110055211355) is located at 4972 Main Street. Both sites are categorized as contaminated sites under the Federal Superfund program but are not listed on the NPL. Contaminants of concern at the sites are radium, PCBs, and solvents as a result of radium paint. According to the Removal Action Administrative Index dated July 14, 2024, the USEPA requested removal of the contaminants on September 13, 2013, and no long-term cleanup plan was expected for the site. The enforcement action is identified as confidential, and the USEPA has determined that NFFA will be taken at the sites. To reduce impacts at 49800 Bonita Street and 4972 Main Street,

Mitigation Measure **HAZ-1** would require preparation of a project-specific Phase I Environmental Site Assessment (ESA) for any properties identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5 or Superfund NPL. The Phase I ESA would be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI), prior to any demolition or construction activities. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs) which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience. If the Phase I ESA reveals RECs, the Hazardous Materials Specialist would be charged with identifying remedial activities, which would be strictly controlled by local, State, and Federal requirements.

Table 3.8-1 lists the GeoTracker database listed sites that occur within the project area. All of the sites listed on the GeoTracker database are LUST sites that have received a "No Further Action." Thus, the status of these sites indicates that corrective actions have been completed and no further action is required by the SWRCB.

No other hazardous materials sites were identified for the project area.

Unknown Hazardous Wastes

Future development of residential, non-residential, and CIP facilities could involve grading and excavation activities which could expose construction workers and the public to previously unknown hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Grading and excavation activities could also reveal previously unidentified Underground Storage Tanks (UST). Although UST removal activities could pose risks to workers and the public, potential risks would be minimized by managing an UST according to existing RCDEH standards. To reduce impacts associated with unknown hazardous wastes, Mitigation Measure **HAZ-1** would require preparation of a project-specific Phase I ESA for any properties identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5.

Demolition

Any future development within the project area proposing demolition of existing residential, non-residential, and CIP facility structures could result in the release of ACMs or LBPs. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. In accordance with AQMD Rule 1403, if ACM is found, abatement of asbestos would be required prior to any demolition activities. Riverside County Ordinances Chapter 8.52.040(b)(3), *Control requirements*, requires that any operator involved in demolition activities shall comply with AQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requirements, and the requirements of Title 40, Part 61 of the code of Federal Regulations. If ACMs or LBPs are identified during site inspection, Mitigation Measure **HAZ-2** requires abatement activities to occur prior to demolition.

Following compliance with Federal, State, and local regulations, as well as Mitigation Measures **HAZ-1** and **HAZ-2**, potential impacts in regard to unknown hazardous wastes would be reduced to a less than significant level.

Mitigation Measures:

HAZ-1 Prior to issuance of any grading or building permit (whichever occurs first) on a site identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5 or Superfund National Priorities List (NPL), a formal Phase I Environmental Site Assessment (ESA) shall be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI) and shall be submitted to the Riverside County Department of Environmental Health for review and approval. The Phase I ESA shall identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience prior to demolition, and/or construction. The Hazardous Materials Specialist shall identify proper remedial activities appropriate to the hazardous material(s) found (e.g., removal and disposal; bio-remediation; pump and treat; soil vapor extraction, and in situ oxidation), as necessary.

HAZ-2 Phase II testing shall be performed for any structure suspected of containing lead or asbestos prior to demolition activities by a qualified Hazardous Materials Specialist. Removal of Lead Based Paints (LBPs) and Asbestos Containing Materials (ACMs) must be completed in accordance with a Health and Safety Plan prepared by a qualified LBP and ACM Specialist and reviewed and approved by the Riverside County Department of Environmental Health (RCDEH). Disposal of LBPs and ACMs must be done at an approved disposal facility.

Level of Significance: Less than significant impact with mitigation incorporated.

Hazardous Emissions Near an Existing or Proposed School

Impact 3.8-3	**The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.**

There is one school located within the project area: Cabazon Elementary School, located at 50575 Carmen Avenue. In addition, since schools are an allowed use under the Cabazon Community Plan Public Facility (PF) land use designation, buildout of the Community Plan could include future schools within the Plan Area.

The project does not propose any development at this time; however, it does propose land use and policy changes that would facilitate residential, mixed use, commercial, public facility, light industrial uses, and associated infrastructure improvements throughout the project area that could occur within 0.25-mile of an existing or proposed school location. Any future commercial, public

facility, or light industrial development would be required to adhere to General Plan Policies S.5.1 through S.5.9 for the handling and storage of hazardous materials, as well as comply with Riverside County Ordinances Chapter 8.64.030, *Requirements for handling hazardous materials*, which collectively regulate the handling, storage, transport, use, and emergency response for hazardous materials. Additionally, future development and CIP projects would be required to comply with Cal/OSHA regulations, and USEPA regulations in order to reduce the potential for impacts to schools within 0.25-mile of a development site. Future development and CIP projects would also require adherence to California Hazardous Waste Control Law, California HSC, and RCRA regulations in order to minimize potential impacts associated with the accidental release of hazardous materials. As a result, future residential, commercial, public facility, or light industrial development would not conflict with any State, County, or local plan aimed at preventing emissions or handling of hazardous materials near schools. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Hazardous Material Site

Impact 3.8-4	**The project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create significant hazard to the public or the environment. Impacts would be less than significant with mitigation incorporated.**

As discussed in Impact 3.8-2, a review of regulatory databases including the SWRCB GeoTracker and the DTSC Envirostor indicate that there are multiple listings currently present within the project area that previously had cases associated with hazardous material spills, violations, or incidents. However, the status of these sites indicates that all have been cleaned up and require no further action by the SWRCB. With implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, and compliance with applicable Federal, State, and local hazardous materials regulations, potential hazards related to contaminated sites would be identified and addressed prior to development, reducing impacts to less than significant.

Mitigation Measures: **HAZ-1** and **HAZ-2**.

Level of Significance: Less than significant impact with mitigation incorporated.

Public Airport or Private Airstrip

Impact 3.8-5	**The project is located within an airport land use plan within 2 miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. A less than significant impact would occur.**

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce aboveground CIP facilities (i.e., substations,

wastewater treatment plants, water tanks, etc.) which could interfere with airspace. As discussed, the northwestern portion of the project falls within Compatibility Zone E of the Banning Municipal Airport Influence Area; refer to Figure 3.8-1. There are no required residential density or usage intensity restrictions in Zone E; however, airspace review is required for structures over 100 feet tall. Prohibited uses in Zone E are hazards to flight uses, which include the following: physical (e.g., tall objects), visual, electronic forms of interference with the safety of aircraft operations, and land use development that may cause the attraction of birds to increase.

Lands within the Cabazon Community Plan and within Compatibility Zone E of the Banning Municipal Airport Influence Area are currently owned by Robertson's Ready Mix, an aggregate quarry and processing facility, and are presently designated RD, RM, and RR. Under implementation of the project, these lands would be redesignated to Heavy Industrial (HI) to reflect Robertson's Ready Mix's existing mining and processing operations, which operate under a vested rights agreement that predates the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA is California's statewide law governing surface mining and reclamation requirements; because Robertson's Ready Mix's operations predate SMARA, they are not subject to its permitting constraints. Accordingly, the proposed land use changes under the Cabazon Community Plan would not alter or expand existing operations at Robertson's Ready Mix and thus are not expected interfere with Banning Municipal Airport airspace greater than existing conditions.

Nonetheless, the Riverside County ALUC is tasked with reviewing development plans surrounding the airports for consistency with the ALUCP. Pursuant to General Plan Policy LU 15.2, future development activities occurring within the project area and within an Airport Influence Area would require review by the ALUC during the development review process to ensure development compliance with Compatibility Zone criteria. This also requires future development within Compatibility Zones to be reviewed by the ALUC in accordance with the Basic Land Use Compatibility Criteria (ALUC Policy 3.1.1), for nonresidential development compatibility (ALUC Policy 3.1.4), for open land availability for emergency aircraft landing (ALUC Policy 4.2.4) and risk reduction through building design (ALUC Policy 4.2.6), and development clustering (LU Policy 15.9). As a result, the project is not anticipated to conflict with an adopted ALUCP. Impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Emergency Plans

Impact 3.8-6	**The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.**

The project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. It is a goal of the Cabazon Community Plan to provide safe and reliable community access (Goal AC-1). Further, the CIP identifies proposed roadway

improvements to accommodate future growth at buildout and improve emergency response and evacuation; refer to Figure 2-10, *Proposed Road Circulation*.

The Riverside County Fire Department in cooperation with CAL FIRECALFIRE provides fire and emergency response service to unincorporated Riverside County. The Fire Department has adopted a Standards of Coverage and Deployment Plan to identify emergency facilities, deployment strategies, and have appropriate personnel and equipment available to effectively deal with emergency situations within the County. Furthermore, implementation of General Plan Policies S 6.1, through S 6.5 in regard to providing emergency communication alerts, multilingual staff personnel to convey alerts, using incentives for encouraging emergency self-sufficient neighborhoods, and conducting regional drills during earthquakes and other hazards. The project would not require or result in revisions to the adopted Standards of Coverage and Deployment Plan. Primary access to all major roads would be maintained during construction of future development within the project area. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Wildland Fire

Impact 3.8-7	**The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.**

The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires; see Section 3.16, *Wildfire* for a detailed discussion. As shown in Figure 3.16-1, *Fire Hazard Severity Zones Map*, the majority of the project area is located within a High Fire Hazard Severity Zone, with areas designated as Very High Fire Hazard Severity Zone located along the western and southern boundaries of the project area. Adherence to State and County codes (i.e., Ordinance No. 787, *Fire Code Standards*), as well as applicable emergency and evacuation plans set by the County would prevent impacts to people or structures from risks of loss, injury, or death. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.8-8	**The project would not result in a significant cumulative impact related to hazards and hazardous materials. Impacts would be less than cumulatively considerable.**

As discussed above, exposure of the public or the environment to hazardous materials can occur through transportation accidents, environmentally unsound disposal methods, or improper

handling of hazardous materials or hazardous wastes. Although two Superfund non-NPL sites are present within the project area, these sites are not included on the Cortese List and have received a no further Federal action determination; therefore, when combined with other past, present, and reasonably foreseeable projects, cumulative hazards and hazardous materials impacts would be less than cumulatively considerable with mitigation incorporated. Like the proposed project, all cumulative development activities requiring the routine use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Following conformance with existing regulatory requirements in place for hazardous materials, future development within the project area would not result in cumulatively considerable impacts involving the use, storage, and transport of hazardous materials during operations.

As discussed previously, future development activities accommodated by the project would be subject to compliance with Mitigation Measures **HAZ-1** and **HAZ-2** to reduce risk of release. Following compliance with Federal, State, and local laws and regulations regarding the use and storage of hazardous materials, as well as Mitigation Measures **HAZ-1** and **HAZ-2**, the proposed project would have less than significant cumulatively considerable impact with mitigation incorporated.

Mitigation Measures: **HAZ-1** and **HAZ-2**.

Level of Significance: Less than cumulatively considerable.

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3.9. Hydrology and Water Quality

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to hydrology and water quality.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (2015)
- County of Riverside Environmental Impact Report No. 521 (EIR No. 521)
- San Gorgonio Pass Groundwater Sustainability Plan (January 2022)

3.9.1. Environmental Setting

Stormwater Quality

Point Source Pollutants

Historically, point source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the quality of receiving waters. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered nonpoint source pollutants.

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- Sediment. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of runoff due to urbanization.

- Nutrients. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching ground water. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen, nitrate, ammonia, total phosphate, and total organic carbon (TOC).

- Trace Metals. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban runoff events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

- Oxygen-Demanding Substances. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit significant quantities of oxygen-demanding substance in lakes and streams. The biochemical oxygen demand of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A problem from low dissolved oxygen (DO) results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and TOC.

- Bacteria. Bacteria levels in undiluted urban runoff exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the US Environmental Protection Agency's (EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.

- Oil and Grease. Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed to it. The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations.

Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into stormwater can be a local problem.

- Other Toxic Chemicals. Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface runoff. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of a material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or ground water.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics that evaluate the quality of the surface runoff are listed below.

- *Dissolved Oxygen.* DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

- *Biochemical Oxygen Demand.* The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- *Chemical Oxygen Demand*. The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

- *Total Dissolved Solids (TDS)*. TDS concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.

- *pH*. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.

- *Alkalinity*. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance*. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2000 microohms per centimeter (µohms/cm) indicate a TDS level too high for most freshwater fish.

- *Turbidity*. The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

- *Nitrogen*. Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and

nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.

- *Phosphorus.* Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

Watershed

The project area is within the Whitewater River Watershed.[1] The Whitewater River Watershed drains into the Whitewater River, which begins in the San Bernardino Mountains and moves southeast to the Salton Sea and Sonoran Desert.[2]

Storm Drain Facilities

Riverside County Flood Control and Water Conservation District (RCFC&WCD, or District) is responsible for the maintenance and operation of flood control facilities including debris dams, storm channels, and storm drains. The District's facilities are the backbone system of flood control in the project area. The County also owns and maintains certain flood control facilities that are generally constructed as part of the drainage plans for individual projects and are not under the authority of RCFC&WCD.

The existing storm drain facilities within the Community Plan Area boundary can be separated to four major categories based on the maintenance responsibility:

- **County and privately owned and maintained facilities:** County facilities range from underground pipe systems and concrete lined channels to culverts, typically crossing Seminole Drive and Main Street. Some of the storm drain systems are privately owned and maintained.

- **RCFC&WCD owned and maintained facilities:** The project area is located in the District's Zone 5. It is not located within a Master Drainage Plan (MDP), but it is located east of Banning MDP and west of Garnet Wash MDP. Cabazon Channel and Cottonwood Canyon Wash are two District facilities within the project area that convey flows from northerly mountainous areas, under I-10 Freeway, and discharge them into the San Gorgonio River. The Smith Creek Channel is a District facility located within Banning which outlets storm flows into the San Gorgonio River at the western edge of the Community boundary.

[1] Riverside County Watershed Protection, Watersheds, https://rcwatershed.org/watersheds/, accessed February 20, 2026.

[2] Ibid.

- **Caltrans facilities:** Integrated with the construction of I-10 Freeway in 1960s, many drainage culverts were constructed within the State R/W to allow the stormwater runoff to cross under I-10 Freeway along the existing natural drainage courses and to provide for de-watering of the freeway. These culverts are maintained by Caltrans.

- **Railroad facilities:** Many drainage culverts were constructed within the railroad R/W to allow the stormwater runoff to cross under the railroad along the existing natural drainage courses.

Surface Water Quality

The project area's surface water resources include the numerous streams and creeks from the San Bernardino Mountains, including the San Gorgonio River, Smith Creek, Millard Canyon Creek, and other local drainages and tributaries. Smith Creek, Millard Canyon Creek, and other small drainages in Cabazon flow to the San Gorgonio River, which acts as the primary receiving water for surface flows in the community. The West Branch Millard Canyon Creek, which runs through the eastern portion of the project area, is impaired due to turbidity.[3]

Groundwater

According to the California Department of Water Resources (DWR), the project area is located in the Coachella Valley San Gorgonio Pass groundwater subbasin (San Gorgonio Pass Subbasin).[4] The San Gorgonio Pass Subbasin has an estimated total groundwater storage capacity is 2,200,000 acre feet (af) and is categorized as a "medium" priority basin.[5] Under the Sustainable Groundwater Management Act (SGMA), each "high" and "medium" priority basin is required to have a Groundwater Sustainability Agency that will be responsible for groundwater management and development of a Groundwater Sustainability Plan. Three Groundwater Sustainability Agencies (GSAs) manage the San Gorgonio Pass Subbasin: San Gorgonio Pass GSA, Verbenia GSA, and Desert Water Agency GSA. The project area falls under the San Gorgonio Pass GSA.

Three water districts operate within the project area: Desert Water Agency (DWA), Mission Springs Water District (MSWD), and Cabazon Water District (CWD). The DWA does not have any existing groundwater wells within the Community Plan Area. CWD operates four wells within the Cabazon Community Plan. There are four MSWD operating production wells (Well 25, 25A, 26, and 26A) within the Cabazon Community Plan, with an operating capacity of 1,095 gallons per minute (gpm).

[3] Colorado River Basin Regional Water Quality Control Board, *Clean Water Act Sections 305(B) and 303(D) 2018 Integrated Report for the Colorado River Basin Region*, November 2019.

[4] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/#, accessed February 20, 2026.

[5] Ibid.

Flood Hazards

As depicted on Figure 3.9-1, *FEMA Flood Hazard Map*, the Cabazon Community Plan includes lands within the one percent Annual Chance (100-year) Flood Hazard Zones (Zone A) and Areas of Undetermined Flood Hazard Zones (Zone D). The FEMA Flood Hazard Map identifies the Cabazon Community Plan within Flood Insurance Rate Map (FIRM) panels 06065C0837G, 06065C0839G, 06065C0845G, 06065C0855G, 06065C0860G, 06065C0865G, and 06065C0870G. The Flood Hazard Zones correlate to San Gorgonio River and natural watercourses within Millard Canyon and Stubble Canyon that discharge flows into the river.

3.9.2. Regulatory Framework

Federal

National Flood Insurance Program

FEMA oversees floodplains and administers the National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968. The program makes federally subsidized flood insurance available to property owners in communities that participate in the program. Areas of special flood hazard (those subject to inundation by a 100-year flood) are identified by FEMA through regulatory flood maps titled FIRMs. The NFIP mandates that development cannot occur within the regulatory floodplain (typically the 100-year floodplain) if that development results in an increase of more than one-foot elevation. In addition, development is not allowed in delineated floodways within the regulatory floodplain.

Clean Water Act

The Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) are the agencies with the primary responsibility for implementing Federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project area is in a region of the State regulated by the Colorado River RWQCB.

Section 401, Water Quality Certification

CWA Section 401 requires that, prior to issuance of any Federal permit or license, any activity (including river or stream crossing during road, pipeline, or transmission line construction) that may result in discharges into waters of the United States must be certified by the State, as administered by the RWQCB. This certification ensures that the proposed activity does not violate State and/or Federal water quality standards.

Section 402, National Pollutant Discharge Elimination System (NPDES)

CWA Section 402 authorizes the SWRCB to issue a NPDES Construction General Storm Water Permit (Order WQ 2022-0057-DWQ), referred to as the Construction General Permit. NPDES regulations in the project area are administered by the Colorado River RWQCB. Disturbance of 1 or more acre triggers NPDES coverage under the Construction General Permit, which requires:

- Filing of a Notice of Intent (NOI) with the SWRCB;
- Implementation of a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent grading/construction-related pollutants (including sediment from erosion) from contacting stormwater and moving offsite into receiving waters, as well as elimination/reduction of non-stormwater discharges; and
- Inspections of all BMPs.

The Construction General Permit also contains requirements for post-construction stormwater management in the form of long-term BMPs, particularly for impervious surface runoff.

Section 404, Discharge of Dredged or Fill Materials

CWA Section 404 establishes programs to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. For purposes of Section 404, the limits of non-tidal waters extend to the ordinary high water mark, established by the fluctuation of water and indicated by physical characteristics, such as the natural line impressed on the bank, changes in the character of the soil, and presence of debris flow. When an application for a Section 404 permit is made, the applicant must show that steps have been taken to avoid impacts to wetlands or waters of the United States where practicable, minimize unavoidable impacts on waters of the United States and wetlands, and provide mitigation for unavoidable impacts.

Section 404 requires a permit for construction activities involving placement of any kind of fill material into waters of the United States or wetlands. A Water Quality Certification pursuant to CWA Section 401 is required for Section 404 permit actions. If applicable, construction would also require a request for Water Quality Certification (or waiver thereof) from the Colorado River RWQCB.

Section 303, Water Quality Standards and Implementation Plans

CWA Section 303(d) requires states to identify “impaired” water bodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the US EPA for review and approval. This list is known as the Section 303(d) List of Impaired Water Bodies. As part of this listing process, states are required to prioritize waters and watersheds for future development of total maximum daily load requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, prepare the Section 303(d) list, and develop total maximum daily load requirements.

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR’s Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of groundwater management plans (GMP). The act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently

and safely while protecting the quality of supplies. Under the act, development of a GMP by a local water agency is voluntary.

State

California Toxics Rule

The California Toxics Rule is a Federal regulation issued by the EPA providing water quality criteria for potentially toxic constituents in receiving waters with human health or aquatic life designated uses in the State of California. The California Toxics Rule criteria are applicable to the receiving water body and therefore must be calculated based upon the probable hardness values of the receiving waters for evaluation of acute (and chronic) toxicity criteria. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to be complexed (bound with) components in the water column. This in turn reduces the bioavailability and resulting potential toxicity of these metals.

California Water Code

The California Water Code is the principal State law regulating water quality in the State. Other State codes contain water quality provisions requiring compliance as they relate to specific activities. The California Water Code regulates water and its uses. Division 7 of the California Water Code, also known as the Porter-Cologne Water Quality Control Act, establishes a program to protect water quality and beneficial uses of the State water resources and includes both ground and surface waters. The SWRCB and the RWQCB are the principal State agencies responsible for control of water quality. They establish waste discharge requirements, oversee water quality control and monitoring, enforce discharge permits, and set groundwater and surface water quality objectives. They also prevent the waste and unreasonable use of water and adjudicate water rights.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, in cooperation with the CWA, established the SWRCB. The SWRCB and the nine RWQCBs are responsible for protecting California's surface water and groundwater supplies. Section 13000 of the act directs each RWQCB to develop water quality control plans for all areas in its region, to designate the beneficial uses of California's rivers and groundwater basins; these plans are the basis for each board's regulatory program.

The Basin Plan gives direction on the beneficial uses of State waters in Region 7, describes the water quality that must be maintained to support such uses, and includes programs, projects, and other actions necessary to achieve the standards established in the Basin Plan. The Colorado River RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose waste discharges may affect water quality. These requirements are State waste discharge requirements for discharge to land or federally delegated NPDES permits for discharges to surface water. Responsibility for implementing CWA Sections 401-402 and Section 303(d) is also outlined in the Porter-Cologne Water Quality Control Act.

State Water Resources Control Board, Stormwater Construction General Permit

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops Statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs in the major watersheds of the State. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters.

In 1999, the State adopted the NPDES General Permit for Storm Water Discharges Associated with Construction Activities (Construction Activities General Permit) (SWRCB Order No. 2012-0006-DWQ, NPDES No. CAS000002). The Construction General Permit requires that construction sites with 1 acre or greater of soil disturbance, or less than 1 acre but part of a greater common plan of development, apply for coverage for discharges under the Construction General Permit by submitting an NOI for coverage, developing an SWPPP, and implementing BMPs to address construction site pollutants.

The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list the BMPs that the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Enrollment under the Construction General Permit is through the Stormwater Multiple Application and Report Tracking System. Additionally, the SWRCB is responsible for implementing the CWA and issues NPDES permits to cities and counties through the individual regional boards.

Sustainable Groundwater Management Act

The SGMA established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources launched the Sustainable Groundwater Management Program to implement the law and provide ongoing support to local agencies around the State.

The SGMA:

- Establishes a definition of "sustainable groundwater management";
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;

- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

Specifically, SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP.

Local

Water Quality Control Plans

Each RWQCB adopts a Basin Plan that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's groundwater and surface waters, and local water quality conditions and problems. Water quality problems in the region are listed in the Basin Plans, along with the causes, where they are known. Each RWQCB sets water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of nuisance, with the understanding that water quality can be changed somewhat without unreasonably affecting beneficial uses. The project area is covered under the Water Quality Control Plan for the Colorado River Basin.[6]

San Gorgonio Integrated Regional Water Management Plan

The San Gorgonio Integrated Regional Water Management Plan (IRWMP), prepared and governed by Regional Water Management Group of the San Gorgonio Integrated Regional Water Management Region, is a planning and management tool to identify and implement water management solutions within the San Gorgonio IRWM Region.[7] The IRWMP was developed as a collaborative effort comprised of the following agencies: City of Banning, Banning Heights Mutual Water Company, Cabazon Water District, High Valley Water District, Riverside County Flood Control & Water Conservation District, and the San Gorgonio Pass Water Agency. The IRWMP contains goals and objectives that address the challenges, needs, and vulnerabilities for the San Gorgonio Region in the areas of water supply, water quality, flood management, habitat and open space, disadvantaged communities (DACs), and climate change.

The San Gorgonio IRWMP goals are to:

1. Increase regional supply availability and reliability
2. Improve resilience of regional water distribution systems
3. Develop useable tools to understand hydrologic processes and regional management
4. Decrease impacts to groundwater quality
5. Increase resilience to changing water quality requirements

[6] State Water Resources Control Board, *Water Quality Control Plan for the Colorado River Basin Region*, amended August 20, 2024.

[7] Regional Water Management Group of the San Gorgonio Integrated Regional Water Management Region, San Gorgonio Integrated Regional Water Management Plan, May 2018.

6. Enhance regional flood control infrastructure
7. Protect aquatic and riparian habitat
8. Support DACs and maintain the affordability of water
9. Support the economic vitality of DACs
10. Adaptation to Climate Change

San Gorgonio Pass Subbasin Groundwater Sustainability Plan

The San Gorgonio Pass Subbasin GSP, dated January 2022, was prepared by the San Gorgonio Pass Subbasin's GSAs to comply with the SGMA. The GSAs include San Gorgonio Pass GSA, Verbenia GSA, and Desert Water Agency GSA. The purpose of the GSP is to manage the San Gorgonio Pass Subbasin in a sustainable manner to maintain a reliable water supply for current and future beneficial uses and users of groundwater in the subbasin, including land uses and property interests potentially affected by the use of groundwater, without experiencing undesirable result through balancing water demand with available water supply to stabilize groundwater levels without significantly and unreasonably impacting water quality or interconnected surface water.

County of Riverside General Plan

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to hydrology and water quality:

OS 1.1	Balance consideration of water supply requirements between urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different demands.
OS 1.3	Provide active leadership in the regional coordination of water resource management and sustainability efforts affecting Riverside County and continue to monitor and participate in, as appropriate, regional activities, addressing water resources, groundwater, and water quality, such as a Groundwater Management Plan, to prevent overdraft caused by population growth.
OS 1.4	Promote the use of recycled water for landscape irrigation.
OS 2.1	Implement a water-efficient landscape ordinance and corresponding policies that promote the use of water-efficient plants and irrigation technologies, minimizes the use of turf, and reduces water-waste without sacrificing landscape quality.
OS 2.2	Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

OS 2.3	Seek opportunities to coordinate water-efficiency policies and programs with water service providers.
OS 2.4	Support and engage in educational outreach programs with other agencies, the public, homebuilders, landscape installers, and nurseries that promote water conservation and widespread use of water-efficient technologies.
OS 3.2	Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.
OS 3.3	Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.
OS 3.4	Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).
OS 3.5	Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.
OS 3.6	Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.
OS 3.7	Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.
OS 4.1	Support efforts to create additional water storage where needed, in cooperation with Federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.
OS 4.2	Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the County. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

- The groundwater quality would be reduced;
- The available groundwater aquifers are full; or
- Rising water tables threaten the stability of existing structures.

OS 4.3 Ensure that adequate aquifer water recharge areas are preserved and protected.

OS 4.4 Incorporate natural drainage systems into developments where appropriate and feasible.

OS 4.5 Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.

OS 4.6 Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through "Low Impact Development" or other Best Management Practice measures.

OS 4.8 Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur.

OS 6.1 During the development review process, ensure compliance with the Clean Water Act's § 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

OS 6.2 Preserve buffer zones around wetlands where feasible and biologically appropriate.

OS 6.3 Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.

OS 18.1 Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs and through implementing related Riverside County policies.

OS 18.4 Develop standards for the management of private conservation easements and conservation lots in fee title. For areas with watercourses, apply special standards a – f (below) for their protection, and apply standards g-j (below) generally:

a) For conservation lands with watercourses, conform easement boundaries to setback conditions that will preserve natural flows and changes in the natural boundaries of a watercourse and its protective riparian habitat.
b) Use only "open" fencing that permits the movement of wildlife, and limit fencing to locations outside of setbacks to watercourses (no fencing is permitted to cross the banks or channel of a watercourse, unless no other option is available).

c) Allow fuel modification only to the outside of buffering vegetation (riparian vegetation and vegetation on slopes that buffer the watercourse from erosion and storm water pollution).
d) No planting of non-native invasive species is permitted.
e) No lighting of watercourse area is permitted.
f) Prohibit the use of pesticides and herbicides known to harm aquatic species and sensitive amphibians.
g) Ensure that lands under control of Homeowner's Associations employ an experienced nonprofit conservation group or agency to manage/maintain the land.
h) Prohibit use of recreational off-road vehicles.
i) Prohibit grazing and alterations of vegetation except for fuel and weed management under close supervision of qualified natural lands manager.
j) For private conservation lands, especially those within criteria cells of MSHCP areas, ensure that easement and fee title agreements provide funding methods sufficient to manage the land in perpetuity.

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to hydrology and water quality:

LU 5.3	Review all projects for consistency with individual urban water management plans.
LU 9.1	Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.
LU 9.2	Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.
LU 9.4	Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.

Pass Area Plan

PAP 17.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

PAP 17.2 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458, Regulating Flood Hazard Areas.

PAP 17.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that are applicable to hydrology and water quality:

Ordinance No. 457, *Building Codes and Fees*: This ordinance establishes the building and construction standards that include those addressing erosion, runoff, drainage, flood control and water safety. In particular, it also includes requirements for preparation of a SWPPP for construction sites, implementation of year-round BMPs on such sites and BMP monitoring and maintenance to ensure they continue to provide adequate stormwater flow/runoff protections, erosion protection and sediment controls, both during and after construction activities on a site. These measures all help protect water quality.

Ordinance No. 458, *Regulating Flood Hazard Areas and Implementing the National Flood Insurance Program*: This ordinance was adopted pursuant to NFIP requirements (Title 42, USC, § 4001 et. seq., as amended) to protect the public's health, safety, and welfare from flooding hazards. It does so by regulating development within flood hazard areas and establishing a variety of land use and construction standards for such development. The ordinance includes construction standards that apply to all new structures and substantial improvements to existing structures within Riverside County's mapped Special Flood Hazard Areas and floodplains. Among other requirements, these types of construction are required to: use materials resistant to flood damage; use construction methods and practices that minimize flood damage; and have electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities designed and located to prevent water from entering or affecting them during flooding.

Further, all subdivision proposals and other proposed new development, including manufactured home parks or subdivisions greater than 50 lots or 5 acres are required to design and construct all utilities and facilities, including sewer, gas, electrical, propane tanks and water systems so as to minimize or eliminate flood damage. It also requires provisions of adequate drainage and obtainment of all other required State and Federal permits. All new and replacement water supply systems must be designed to minimize or eliminate infiltration of floodwaters into the systems. New and replacement sanitary sewage systems must also be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into flood waters and onsite waste disposal systems must be located to avoid impairment or causing contamination during flooding. These measures ensure that water and wastewater systems are adequately

protected from flooding and would not contaminate or be contaminated by floodwaters. Thus, this ordinance serves to protect water supplies, water and wastewater facilities and water quality for both surface water and groundwater.

Ordinance No. 461, *Road Improvement Standards*: While not addressing water resources directly, this ordinance does set forth standards for roads, bridges, and other transportation-related facilities, including those aspects of hydrology, flood control and associated drainage functions. Because of their linear and impervious nature, paved roadways typically act as conduits for water flow, particularly stormwater (urban) runoff from developed areas. In addition, they often may function informally as barriers (dams, dikes, or levees) to water flow or cause water channelization when constructed on raised beds or with tall curbs or crowns. Also, roadways often cross rivers, streams, drainages, floodplains, and similar features. All crossings must be sufficiently engineered to withstand the potential impacts of flood flows. In total, this ordinance serves to mitigate potential flooding hazards to people, property, and structures by ensuring that roads and associated improvements and features are designed, constructed, and maintained in a manner appropriate to the water flow potential and flooding hazard. It also serves to place to prevent significant adverse impacts due to road construction, runoff, and stormwater flows from roadways, as well as water erosion.

Ordinance No. 592, *Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas*: Ordinance No. 592 sets various standards for sewer use, construction, and industrial wastewater discharges within Riverside County to protect both water quality and the infrastructure conveying and treating these wastewaters. Among other things, it establishes construction requirements for sewers, laterals, house connections and other sewerage facilities and for abandoned sewers, septic tanks, and seepage pits in accordance with the Uniform Plumbing Code. It prohibits the discharge of rainwater, stormwater, groundwater, street drainage, subsurface drainage or yard drainage into any sewerage facility which is directly or indirectly connected to the sewerage facilities of Riverside County. Rather, these discharges must be emptied into storm drainage systems, not sanitary sewer systems.

It further protects Riverside County sewer systems and wastewater treatment facilities by prohibiting discharges (either directly or indirectly) to the County sewerage system of any of the following wastes: Gasoline, benzene, naphtha, solvent, fuel oil, flammable or explosive substances, hazardous amounts of toxic or poisonous substances, obstructive solids or viscous substances (including “asphalt, dead animals, ashes, sand, mud, straw, industrial process shavings, metal, glass, rags, feathers, tar, plastics, wood, whole blood, paunch manure, bones, hair and flesh, entrails, paper dishes, paper cups, milk containers or similar paper products, either whole or ground”), excessive concentrations of non-biodegradable oil, petroleum oil or refined petroleum products, dispersed biodegradable oils and fats, such as lard, tallow or vegetable oil in excessive concentrations that would tend to cause adverse effects on the sewerage system, excessively high concentrations of chemicals, such as cyanide, sulfides, acids, bases, chlorides, precipitates, dyes, plastics, metals, heavy metals, radioactive materials, etc., as well as “any substances that would interfere detrimentally with wastewater treatment processes, cause a public nuisance or cause any hazardous condition to occur in the sewerage system.”

In short, this ordinance prohibits any discharges to any public sewer (which directly or indirectly connects to Riverside County’s sewerage system) any wastes that may have an adverse or

harmful effect on sewers, maintenance personnel, wastewater treatment plant personnel or equipment, treatment plant effluent quality, public or private property or may otherwise endanger the public, the local environment or create a public nuisance. As a result, this ordinance serves to protect water supplies, water and wastewater facilities and water quality for both surface water and groundwater.

Ordinance No. 650, *Sewer Discharge in Unincorporated Territory*: Ordinance No. 650 protects water quality, storm drains and surface waters by prohibiting the discharge or deposition of any sewage, sewage effluent or non-hazardous waste, treated or untreated, into any streams or bodies of water above or below the ground, within Riverside County. It also makes it "unlawful for any person to install or alter plumbing facilities or drainage systems for the discharge or deposit of any sewage, sewage effluent or nonhazardous waste from any dwelling, house or building" without a County permit. It requires that sewage effluent must be disposed according to the minimum standards in the Uniform Plumbing Code's most recent edition and the Riverside County Department of Environmental Health sewage disposal requirements. Most importantly, it specifies that if sanitary drainage system (i.e., sewer) is not available, an Onsite Wastewater Treatment System (OWTS) (an individual or community onsite wastewater treatment, pretreatment and dispersal system including, a conventional or alternative subsurface discharge) must be provided. The type of sewage facilities installed shall be determined on the basis of location, soil porosity, site slope and ground water level, and shall be designed to receive all sanitary sewage from the property.

It also includes a variety of standards related to OWTS, including prohibition on surface drainage entering any part of the OWTS; requirements for setbacks between subsurface sewage disposal components (including septic tanks, distribution and leaching systems) and any water well; requirements that the OWTS function in a sanitary manner and not result in contamination, pollution or creation of a nuisance or endanger the safety of any domestic water supply or public health. OWTS are also subject to the County's detailed plan review and approval, as well as pre-site and construction inspections. Thus, this ordinance serves to protect water supplies, water and wastewater facilities and water quality for both surface water and groundwater.

Ordinance No. 659, *Development Mitigation Fee for Residential Development (Development Impact Fee Program)*: This ordinance sets a range of development impact fees to be used "in order to effectively implement the Riverside County General Plan, manage new residential, commercial and industrial development and reduce impacts caused by such development." It is intended to mitigate growth impacts (particularly those arising from population growth) on public facilities within Riverside County to ensure residents are not placed into conditions perilous to their health, safety, comfort, or welfare.

The ordinance establishes the process for (and nexus to) the construction or acquisition of various types of public facilities, as well as the preservation of open space, wildlife, and their associated habitats. The Development Impact Fee program ensures that "all new development bear its fair share cost of providing the facilities, open space and habitat reasonably needed to serve that development." Hence the program applies to all new residential, commercial, and industrial development, as well as to surface mining. Fees are assessed on the basis of regional location within Riverside County, land use type (per dwelling unit for residential units and per acre for all

other uses) and the applicable categories of facilities to be provided. For transportation and flood control, fees are based on forecast development needs for the subsequent 20 years.

Regarding flood control facilities, the Development Impact Fee program ensures fees are collected and expended to provide necessary facilities commensurate with the ongoing levels of development in specific areas not already subject to, or in addition to, Area Drainage Plan fees as required under Ordinance No. 458. This ordinance provides mitigation for development impacts on flood control facilities and future needs for flood control by ensuring that funds are collected and utilized to provide needed facilities as development progresses within Riverside County. The provision of these facilities ensures new development does not expose people, property, or structures to undue risks from drainage or stormwater flows.

Ordinance No. 682, *Construction, Reconstruction, Abandonment and Destruction of Wells*: Ordinance No. 682 establishes minimum standards for construction, reconstruction, abandonment, and destruction of wells in order to protect underground water resources and provide safe water within Riverside County. This ordinance is enforced by the Riverside County Department of Environmental Health. It requires County permits for construction, reconstruction, or decommissioning (destruction) of various types of water wells. It also sets standards for these activities pursuant to those "recommended in the Bulletins of the California Department of Water Resources." It contains prohibitions on placing wells where sources of pollution or contamination could contaminate or pollute the well water. It also requires wells be located "an adequate distance from all potential sources of contamination and pollution," including minimums of 50 feet from sewers, 100 feet from watertight septic tanks, sub-surface sewage leach line or leach fields and animal or fowl enclosures, 150 feet from cesspools or seepage pits, and 200 feet from any surface sewage disposal system discharging 2,000 gallons per day or more. Minimum distances from other sources of pollution or contamination shall be as determined by the Department upon investigation and analysis of the probable risks involved. It also sets a variety of water quality standards for water supply wells pursuant to the standards for constituents required in the CCR Title 22, "Domestic Water Quality and Monitoring." All individual domestic water wells must also be tested for and meet the nitrate, fluoride, and TDS (or total filterable residue) standards in Title 22. Through these means, this ordinance serves to protect water supplies, as well as water quality, for groundwater.

Ordinance No. 754, *Stormwater/Urban Runoff Management and Discharge Controls*: This ordinance protects the health, safety, and general welfare of Riverside County residents by imposing restrictions to reduce pollutants in stormwater discharges to the maximum extent practicable, regulating illicit connections and discharges to the storm drain system and regulating non-stormwater discharges to the storm drain system. The intent of this ordinance is to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal CWA and the State Water Code, as well as other applicable State and Federal regulations.

Among other things, the ordinance requires that all discharge to storm drain systems be confined to stormwater runoff discharged pursuant to a NPDES permit or as otherwise authorized by the Colorado River Basin RWQCB or the SWRCB in compliance with the Clean Water Act. This

ordinance also establishes a variety of standards and BMPs associated with controlling stormwater runoff, including requirements to:

- Increase permeable areas (by leaving highly porous soil and low-lying areas undisturbed; by incorporating landscaping and open space into the project design; by using porous materials for or near driveways and walkways; and, by incorporating detention ponds and infiltration pits into the project design).

- Direct runoff to permeable areas (by orienting it away from impermeable areas and towards swales, berms, green strip filters, gravel beds or French drains; by installing rain-gutters oriented towards permeable areas; by modifying the property's grade to divert flow to permeable areas and minimize the amount of stormwater runoff leaving the property; and, by designing curbs, berms or other structures so they do not isolate permeable or landscaped areas).

- Maximize stormwater storage for reuse (by using retention structures, subsurface areas, cisterns, or other structures to store stormwater runoff for reuse or slow release).

Although focusing on the NPDES program's pollution-control aspects, in conjunction with Ordinance No.'s 457 and 460, this ordinance establishes a range of standards and permit requirements that collectively serve to ensure that flooding, stormwater flows and runoff are managed appropriately to protect water quality and water infrastructure and prevent risks to people, property, structures and facilities within Riverside County. By requiring specific standards for development and establishing a program for the approval, implementation and verification of such measures, this ordinance mitigates potential hazards that could arise from stormwater flows and runoff, including flooding and erosion, and its effects on water quality and water infrastructure.

Ordinance No. 859, *Water-Efficient Landscape Requirements*: Adopted in 2006, this ordinance outlines water-efficient landscape standards for development within Riverside County to implement requirements of the California Water Conservation in Landscaping Act of 2006 and the CCR Title 23, Division 2, Chapter 2.7. It includes a number of measures designed to conserve water, including: provisions for water management practices and water waste prevention; establishment of a structure for planning, designing, installing, maintaining and managing water-efficient landscapes in new and rehabilitated projects; reducing water demands from landscapes without adversely affecting landscape quality or quantity; requirements for landscapes not exceeding a maximum water demand of 70 percent of its reference evapotranspiration or any lower percentage required by State legislation; elimination of water waste from overspray and/or runoff; and, education of the public regarding the benefits of landscape water conservation. It includes a number of standards, including planting plan requirements, irrigation design plan requirements, soil management plan requirements, grading design plan requirements and landscape irrigation and maintenance measures. By conserving water, this ordinance protects existing water supplies (surface and groundwater). And by limiting water applications, it also helps minimize water runoff and water erosion in landscaped areas.

3.9.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For the purposes of this Program EIR, the project would be considered to have a significant adverse impact on hydrology and water quality if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

    a. Result in substantial erosion or siltation on- or offsite.

    b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

    c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

    d. Impede or redirect flood flows.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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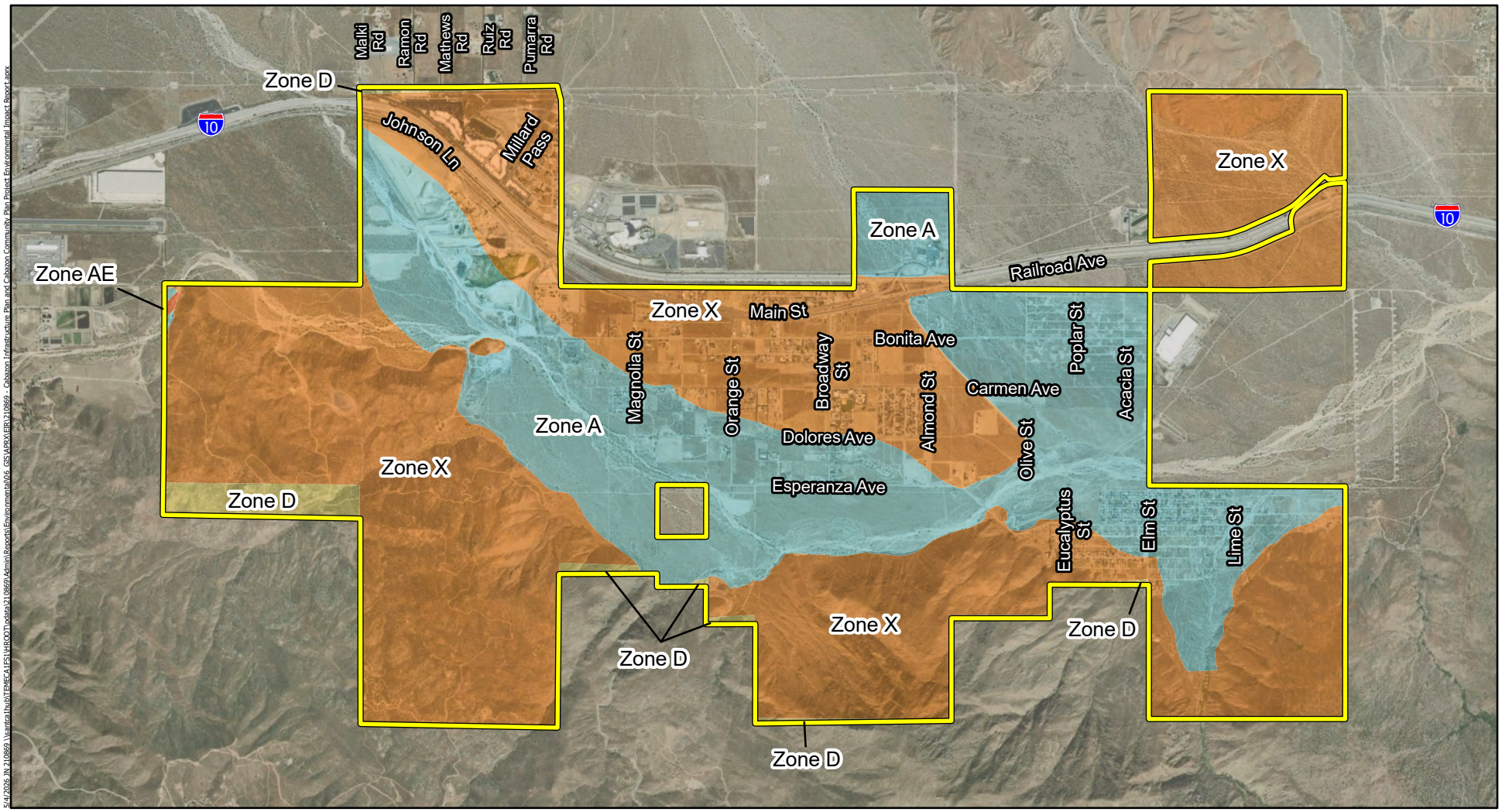

Legend

Cabazon Community Plan Boundary

Flood Hazard Zone

- Zone A
- Zone AE
- Zone D
- Zone X

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

FEMA Flood Hazard Map

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, FEMA, Riverside County

Figure 3.9-1

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3.9.4. Project Impacts and Mitigation

Violation of Water Quality Standards

Impact 3.9-1	**The project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.**

The project area's receiving waters are the San Gorgonio River, Smith Creek, Millard Canyon Creek, and other local drainages and tributaries. Smith Creek, Millard Canyon Creek, and other small drainages in Cabazon flow to the San Gorgonio River, which acts as the primary receiving water for surface flows in the community. The West Branch Millard Canyon Creek, which runs through the eastern portion of the project area, is impaired due to turbidity.[8]

Short-Term Impacts

There are three sources of short-term construction-related storm water pollution that could occur associated with the proposed project, which include the following:

- Handling, storage, and disposal of construction materials containing pollutants;
- Maintenance and operation of construction equipment; and
- Earthmoving activities.

These sources, if not controlled, can generate soil erosion as well as on- and offsite transport via storm runoff or mechanical equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the project site are also common sources of storm water pollution and soil contamination. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of storm water by these materials. These types of standard procedures can be extended to non-hazardous storm water pollutants such as sawdust, concrete washout, and other wastes.

In addition, grading activities can greatly increase erosion processes, leading to impacts on storm drains and sediment loading to storm runoff flows. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed, and secondly, the project site should be secured to control offsite transport of pollutants.

Future development activities occurring within the project area would result in grading, excavation, trenching, and other similar construction activities. During these ground disturbing activities, increased erosion potential of areas of bare soils would result. Each development or CIP project would be required to comply with the existing State and local permitting requirements to ensure water quality is maintained during construction. Future implementing projects of the Community Plan or CIP sized one acre or lager would require the preparation and submittal of a Notice of Intent and a SWPPP to the SWRCB demonstrating compliance with the Construction General

[8] Colorado River Basin Regional Water Quality Control Board, *Clean Water Act Sections 305(B) and 303(D) 2018 Integrated Report for the Colorado River Basin Region*, November 2019.

NPDES Permit (General Plan Policy OS 3.4). The Construction General Permit requires that non-storm water discharges from construction sites be eliminated or reduced to the maximum extent practicable, that a SWPPP be developed governing construction activities for the proposed project, and that routine inspections be performed of all storm water pollution prevention measures and control practices being used at the site, including inspections before and after storm events. As outlined in the SWPPP, applicable projects would be required to implement all construction BMPs to protect downstream resources and ensure compliance with the Construction General Permit. The BMP categories included in SWPPPs are:

- Erosion controls: act to cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.

- Sediment controls: filter out soil particles that have been detached and transported in water. Sediment control BMPs include storm drain barriers, and cleaning measures such as street sweeping.

- Wind erosion controls: the aims and methods of wind erosion are similar to those of erosion control described above.

- Tracking controls: tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits with rock.

- Non-storm water management: prohibit the discharge of materials other than storm water, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Non-storm water management BMPs also prescribe conducting various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-storm water discharges and contamination of any such discharges.

- Waste and materials management: management of materials and wastes to avoid contamination of storm water. Waste and materials management BMPs include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Upon completion of the project, the project Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction is completed.

Pursuant to the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance, included as Riverside County Ordinances Chapter 13.12, the director of County's Transportation Land Management Agency would be responsible for identification of project-specific BMPs that would prevent such deterioration and would be responsible for identification of the manner of implementation. To further minimize the potential for accidental release during construction, the routine transport, use, and disposal of construction materials would be required to adhere to applicable State and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to Section 3.8, *Hazards and Hazardous Materials*. Compliance with such measures would limit such substances from entering downstream water

bodies via stormwater runoff and reduce potential impacts to existing water quality. Following conformance with the Construction General Permit, preparation of a SWPPP, and implementation of construction BMPs, short-term impacts to water quality and surface and groundwater quality would be less than significant.

Long-Term Impacts

Long-term impacts to water quality occur when impacts related to sedimentation decrease markedly, but those associated with urban runoff increase due to project operations. A reduction of permeable surfaces would be considered a water quality impact, as permeable surfaces allow for rain and runoff to infiltrate into the ground. Infiltration both reduces the amount of flow that is capable of washing off additional pollutants and filter water removing potential pollutants. These changes have the potential to affect long-term water quality. Buildout of the proposed project would result in a reduction of permeable surfaces. Thus, the water quality issues of concern would involve both an increase in stormwater and nuisance water runoff, and a change in the physical characteristics of the water quality, due to the newly proposed land uses.

To meet the requirements of California State Water Resources Control Board Order No. 2013-0001-DWQ, each future development would be required to include preparation of a Water Quality Management Plan (WQMP). Preparation of a WQMP is required under the Municipal Separate Storm Sewer Systems (MS4) Permit for the Whitewater River Watershed (Order No. R7-2013-0011). The WQMP would detail stormwater treatment and other stormwater quality and quantity control measures that would be implemented to manage stormwater during project operations. The Whitewater River MS4 also requires all new development and significant redevelopment projects incorporate Low Impact Development (LID) Best Management Practices where applicable and feasible. Development of a standard design and post-development BMPs including site design/LID, source control, treatment control (where feasible and applicable), and hydromodification measures to reduce the amount of discharge of pollutants to receiving waters are also required by the MS4.

Pursuant to Ordinance No. 754, *Stormwater/Urban Runoff Management and Discharge Controls*, the County of Riverside would ensure future development proposals reduce pollutants in stormwater discharges to the maximum extent practicable. This Ordinance would require that a variety of standards and BMPs associated with controlling stormwater runoff are incorporated into site-specific project design, including requirements to:

- Increase permeable areas (by leaving highly porous soil and low-lying areas undisturbed; by incorporating landscaping and open space into the project design; by using porous materials for or near driveways and walkways; and, by incorporating detention ponds and infiltration pits into the project design).

- Direct runoff to permeable areas (by orienting it away from impermeable areas and towards swales, berms, green strip filters, gravel beds or French drains; by installing rain-gutters oriented towards permeable areas; by modifying the property's grade to divert flow to permeable areas and minimize the amount of stormwater runoff leaving the property; and, by designing curbs, berms, or other structures so they do not isolate permeable or landscaped areas).

- Maximize stormwater storage for reuse (by using retention structures, subsurface areas, cisterns, or other structures to store stormwater runoff for reuse or slow release).

Other applicable County ordinances in place to protect long-term water quality include Ordinance No. 457 (Building Codes and Fees), Ordinance No. 461 (Road Improvement Standards), Ordinance No. 592 (Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas), Ordinance No. 650 (Sewer Discharge in Unincorporated Territory), and Ordinance No. 859 (Water-Efficient Landscape Requirements); refer to Section 3.9.2, *Regulatory Framework*, above.

Compliance with the regulatory framework would reduce the project's water quality impacts to a less than significant level.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Groundwater Supplies

Impact 3.9-2	**The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.**

According to the DWR, the project area is located in the San Gorgonio Pass Subbasin.[9] The San Gorgonio Pass Subbasin has an estimated total groundwater storage capacity is 2,200,000 af and is categorized as a "medium" priority basin.[10]

Three water districts operate within the project area: two of which operate groundwater wells within the Community Plan Area. CWD operates four wells within the Cabazon Community Plan. There are four MSWD operating production wells (Well 25, 25A, 26, and 26A) within the Cabazon Community Plan, with an operating capacity of 1,095 gpm.

Future development facilitated by the project could increase impervious surfaces, decrease water infiltration into the groundwater basins, and reduce groundwater recharge, particularly in currently vacant and undeveloped areas. As shown in Table 4.19-5, *Estimated Project Water Demand*, project buildout would generate a water demand of approximately 7,196,675 gallons per day (gpd) or 8,066 af per year, a portion of which may come from the San Gorgonio Pass Subbasin. As noted in the CIP, three additional groundwater wells with an average production of 1,000 gpm each would need to be constructed within the project's 30-year horizon to support buildout of the Community Plan.

[9] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/#, accessed February 20, 2026.

[10] Ibid.

While groundwater represents the sole water supply for CWD and MSWD, their respective UWMPs anticipate that water supplies would exceed water demands for normal, single dry, and multiple dry-year conditions through 2045; refer to Section 3.15, *Utilities and Service Systems*. DWA also supplements its water supply with State Water Project imported water when demands exceed groundwater capacity. As indicated in Section 3.15, the County of Riverside, CWD, DWA, and MSWD would review future development on a project-by-project basis through the County's entitlement review process and the districts' Will-Serve process to ensure the availability of groundwater supplies. Where applicable, in compliance with SB 221 and SB 610 requirements, future development would be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or Water Supply Assessment from CWD, DWA, or MSWD. Additionally, the proposed Cabazon Community Plan includes the following policy applicable to future development in regard to adequate groundwater supplies:

INF-1.1 Comprehensive Infrastructure Improvements. Facilitate the planning, design, and implementation of domestic water, wastewater, stormwater drainage, energy infrastructure, and telecommunications facilities necessary to serve existing and future development within the Cabazon Community Plan area. Infrastructure improvements shall be coordinated with land use planning and implemented in accordance with the policies, analysis, and conceptual infrastructure design identified in the Cabazon Infrastructure Plan. The County shall coordinate infrastructure phasing, capital improvement programming, and financing mechanisms—including development impact fees, developer-funded improvements, grants, and other funding sources—to ensure that adequate infrastructure capacity is available to support planned growth while promoting reliable service, public health and safety, environmental protection, and efficient long-term system operation.

Compliance with these existing processes, in addition to proposed Cabazon Community Plan Policy INF-1.1 and relevant General Plan policies (LU 5.2 and 5.3, OS-4.1 through OS 4.4, and C-25.1) would ensure impacts to groundwater supply are less than significant. The County would also enforce all existing laws and regulations pertaining to water conservation, including relevant water efficiency standards enumerated in the CCR and CBC; refer to Section 3.9.2, *Regulatory Framework*. Thus, project implementation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Erosion or Siltation, Drainage, or Flooding

Impact 3.9-3	**The project could alter the existing drainage pattern of the site or area in a manner which could result in erosion or siltation on- or offsite; increase the rate or amount of surface runoff which could result in flooding on- or offsite; and create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.**

Project implementation has the potential to increase erosion, sedimentation, and siltation of surface water which may occur due to the short-term disturbance of large quantities of earth during construction, as well as increased erosion potential in areas of new construction (i.e., due to vegetation removal, topsoil disturbance, etc.). New construction would also increase the amount of impervious surface, which may contribute the amount of surface runoff such that it could result in flooding on- or offsite or redirect flood flows. The passage of storm flows over impervious surfaces would increase the volume and rate of stormwater runoff. Roads and buildings generate greater runoff volumes than vegetated land. Runoff generated by new construction could contribute to water pollution. Urban runoff can carry pollutants, including those from: operation of internal combustion engines, atmospheric deposition, brake pad and tire wear, pesticide residues, nutrient (fertilizer) runoff from landscaping and agricultural activities, as well as leaching of naturally occurring minerals from local geology. When it rains, the impervious surfaces associated with developed areas (roads, parking lots, sidewalks, roofs, etc.) carry polluted stormwater to storm drains, which eventually discharge to surface waters like rivers and streams. Pollutants could also be conveyed to groundwater basins. In many cases, the water in these storm drain systems is discharged without any kind of water quality treatment. Fertilizers used on residential lawns, parks and golf courses are a major source of nitrates and phosphorus in urban runoff.

As discussed in Impact 3.9-1, the construction of future development activities would be subject to conformance with the Construction General Permit, including preparation of a SWPPP that identifies applicable construction BMPs related to erosion control, sediment control, and wind erosion control. Through adherence to the regulatory framework regarding construction practices that minimize erosion, runoff, and flooding risks, these impacts would be less than significant.

Post-construction runoff would be addressed and mitigated through compliance with the Whitewater River MS4 permit and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality. Most notably, Ordinance No. 754 would ensure future development proposals are reviewed by the County of Riverside to verify that permeable areas are incorporated into site-specific project design. Other applicable County ordinances in place to protect long-term water quality include Ordinance No. 457 (Building Codes and Fees), Ordinance No. 461 (Road Improvement Standards), Ordinance No. 592 (Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas), Ordinance No. 650 (Sewer Discharge in Unincorporated Territory), and Ordinance No. 859 (Water-Efficient Landscape Requirements); refer to Section 3.9.2.

RCFC&WCD is currently preparing a Cabazon Community Plan Master Drainage Plan to provide regional flood protection from the San Gorgonio River, Smith Creek, Millard Canyon Wash, Jenson Creek, and other regional drainage from the surrounding mountains. These regional facilities include a series of levees totaling over 5 miles in length and over 3 miles of concrete channels to provide regional flood protection for the proposed Community Plan.

In addition to the preparation of the regional Master Drainage Plan, there is the need for additional drainage facilities within the Community Plan to provide local flood protection. To this end, the CIP identifies improvements necessary to accommodate the Cabazon Community Plan's proposed land use changes, including over 10 miles of regional and local storm drain facilities; refer to Figure 2-7, *Proposed Storm Drain Facilities*. These would include reinforced concrete pipes (RCP) 48 inches in size and larger and reinforced concrete box (RCB) culverts that would be operated and maintained by RCFC&WCD. Future development would be responsible for payment of Area Drainage Plan fees under Ordinance No. 458 (Regulating Flood Hazard Areas). This ordinance provides mitigation for development impacts on flood control facilities and future needs for flood control by ensuring that funds are collected and utilized to provide needed facilities as development progresses within Riverside County. The provision of these facilities would ensure new development does not expose people, property, or structures to undue risks from drainage or stormwater flows.

Considering these requirements, future development facilitated by the project would not result in significant impacts related to erosion or siltation, drainage, or flooding. Compliance with the regulatory framework would reduce impacts to a less than significant level.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Inundation by Flood, Seiche, or Tsunami

Impact 3.9-4	**Project implementation would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be significant and unavoidable.**

The project area is located over 50 miles from the Pacific Ocean. Thus, risk of inundation by tsunami is considered negligible. There are no major bodies of water (i.e., lakes, reservoirs, harbor and bays) within the Cabazon Community Plan Area at risk of seiche. As depicted on Figure 3.9-1, the Cabazon Community Plan is within and adjacent to 1 percent Annual Chance (100-year) Flood Hazard Zones (Zone A) and Areas of Undetermined Flood Hazard Zones (Zone D). The Flood Hazard Zones correlate to San Gorgonio River and natural watercourses within Millard Canyon and Stubble Canyon that discharge flows into the river.

As disclosed in the CIP, future development within Cabazon Community Plan would need to take the 100-year Flood Hazard Zone into account in its designs. If structures cannot avoid the 100-year Flood Hazard Zone, then the structures will need to be elevated out of the base flood elevation of the floodplain, and a Conditional Letter of Map Revision followed with a Letter of Map Recordation will have to be submitted by the County to FEMA for approval.

Risk of pollutants due to flood inundation would be addressed and mitigated through compliance with NPDES requirements, the Whitewater River MS4 permit, and various County of Riverside ordinances in place to reduce runoff and protect downslope water quality. Most notably, Ordinance No. 754 would ensure future development proposals are reviewed by the County of Riverside to verify that stormwater discharge pollutants are reduced to the maximum extent practicable. This Ordinance would require that a variety of standards and BMPs associated with controlling stormwater runoff are incorporated into site-specific project design. Other applicable County ordinances in place to protect long-term water quality include Ordinance No. 457 (Building Codes and Fees), Ordinance No. 458 (Regulating Flood Hazard Areas), Ordinance No. 461 (Road Improvement Standards), Ordinance No. 592 (Regulating Sewer Use, Sewer Construction and Industrial Wastewater Discharges in County Service Areas), Ordinance No. 650 (Sewer Discharge in Unincorporated Territory), and Ordinance No. 859 (Water-Efficient Landscape Requirements); refer to Section 3.9.2. Similarly, the Cabazon Community Plan includes the following infrastructure policies intended to protect life and property from flooding hazards, which would consequently reduce risk of pollutants:

INF-2.1 San Gorgonio River Stabilization. Support bank stabilization and flood protection improvements along the San Gorgonio River.

INF-2.2 Flood-Compatible Land Uses. Allow land uses that can tolerate periodic flooding within the 100-year floodplain such as recreation areas, agriculture, utilities, parking, and compatible resource uses.

INF-2.3 Flood-Resistant Building Design. Require habitable structures within the 100-year floodplain to be elevated above flood hazard elevations.

INF-2.4 Flood Hazard Compliance. Require development to comply with applicable Riverside County floodplain management regulations, General Plan Safety Element policies.

Despite considering these requirements, the potential exists that future development and CIP projects facilitated by the Cabazon Community Plan and CIP could result in significant impacts concerning release of pollutants due to project inundation in flood hazard zones, specifically projects located within the flood hazard zone depicted on Figure 3.9-1. Therefore, impacts would be significant and unavoidable.

Mitigation Measures: None required.

Level of Significance: Significant and unavoidable impact.

Water Quality Control Plan or Sustainable Groundwater Management Plan

Impact 3.9-5	**The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.**

Water Quality Control Plan

As discussed, the project area is covered under the Water Quality Control Plan for the Colorado River Basin (Basin Plan). The Basin Plan includes specific water quality objectives according to waterbody type (i.e., surface waters and groundwater), as well as a number of water quality control plans and policies adopted by the SWRCB that apply to each region. In addition, the project area is within the San Gorgonio IRWMP area. The San Gorgonio IRWMP goals are to:

1. Increase regional supply availability and reliability
2. Improve resilience of regional water distribution systems
3. Develop useable tools to understand hydrologic processes and regional management
4. Decrease impacts to groundwater quality
5. Increase resilience to changing water quality requirements
6. Enhance regional flood control infrastructure
7. Protect aquatic and riparian habitat
8. Support DACs and maintain the affordability of water
9. Support the economic vitality of DACs
10. Adaptation to Climate Change

The project would not conflict with applicable goals and policies of the Basin Plan and the San Gorgonio IRWMP. Future development proposals would be subject to a variety of laws, ordinances, and policies in place to protect and improve water quality and the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; refer to Impact 3.9-1. Future development proposals would consider the goals and objectives of the Basin Plan and San Gorgonio IRWMP and would not conflict with or obstruct plan implementation. Therefore, a less than significant impact would occur in this regard.

SGMA Plan

The project overlies the Whitewater River Watershed. According to the DWR, the project area is located in the San Gorgonio Pass groundwater subbasin (San Gorgonio Pass Subbasin).[11] The

[11] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/#, accessed February 20, 2026.

San Gorgonio Pass Subbasin is categorized as a "medium" priority basin.[12] The San Gorgonio Pass Subbasin GSP, dated January 2022, was prepared by the San Gorgonio Pass Subbasin's GSAs to comply with the SGMA. The sustainability goal of the San Gorgonio Pass Subbasin is to ensure that by 2042, the Subbasin is being operated to maintain a reliable water supply for current and future beneficial uses without experiencing undesirable results.

As discussed under Impact 3.9-1, future development proposals would be subject to several Federal, State, and local requirements for avoiding and minimizing construction and operations impacts to groundwater supplies, including the Construction General NPDES Permit (General Plan Policy OS 3.4), the Whitewater River MS4 permit, and County Ordinance No. 754. Future development would be required to incorporate features to reduce impervious area, as feasible, and promote water infiltration. Treatment control and hydromodification management facilities would promote stormwater retention and infiltration. Redevelopment of developed sites would require compliance with water quality standards intended to reduce runoff, increase infiltration, and improve water quality. As a result, the project is not anticipated to conflict with the long-term sustainable management practices for the Basin identified by the GSP. Impacts would be less than significant in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.9-6	**The project would result in a significant cumulative impact to hydrology and water quality. Impacts would be cumulatively considerable.**

The geographic scope for cumulative hydrology and water quality impacts includes the San Gorgonio Pass Subbasin. Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, when taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed.

Construction and operation of future projects under the proposed CIP and Cabazon Community Plan could result in increased flows that would eventually discharge into waterways. Future projects would comply with their respective SWPPPs and regulations for water quality standards established by the County as well as State and regional agencies. Future projects both individually and cumulatively could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. Future projects would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements in the Construction General NPDES Permit, proposed Cabazon Community Plan policies, existing General Plan policies, and County ordinances.

[12] Ibid.

As discussed above, future development and CIP projects facilitated by the Cabazon Community Plan and CIP could result in significant impacts concerning release of pollutants due to project inundation in flood hazard zones. Future related development within the project watershed and also located within flood hazard zones could result in the same significant impact. Accordingly, the project would contribute to a cumulatively considerable hydrology and water quality impact.

Mitigation Measures: None required.

Level of Significance: Cumulatively considerable impact.

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3.10. Land Use and Planning

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to land use and planning.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (General Plan)
- Riverside County Ordinances, Covering Ordinances through December 16, 2025. (Supp. No. 84, Update 1)

3.10.1. Environmental Setting

Onsite Land Uses

The project area is located in unincorporated northwest Riverside County and is currently subject to the provisions of the Riverside County General Plan and Riverside County Zoning Ordinance Number 348 (Ordinance No. 348). Based on the existing General Plan, existing land uses within the project area include the following: Mixed Use Area, Highest Density Residential, Medium Density Residential, Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Commercial Retail, Light Industrial, Open Space – Conservation, Open Space – Rural, and Freeway; refer to Figure 2-3, *Existing Land Use Map*. As depicted on Figure 2-3, the two most prominent existing land uses in the project area are Rural Mountainous and Rural Desert.

Surrounding Land Uses

The proposed project is surrounded by the following land uses:

- **North:** Areas immediately north of the project area include the Morongo Indian Reservation and unincorporated Riverside County that falls within the Pass Area Plan of the County's General Plan. The County land use designations found in this area include Rural Residential, Rural Mountainous, and Rural Desert.
- **East:** Areas to the east of the project area include the Morongo Indian Reservation and the unincorporated Riverside County community of Whitewater that falls within the Pass Area Plan, with lands that fall within the Western Coachella Valley Area Plan of the County's General Plan beyond. The County land use designations for the area immediately adjacent to the project area include Rural Mountainous and Rural Desert.
- **South:** Areas to the south of the project area include the Morongo Indian Reservation and unincorporated Riverside County that falls within the Riverside Extended Mountain Area Plan of the County's General Plan. The County land use designations found in this area include Open Space Rural and Conservation Habitat.

- **West:** Areas to the west of the project area include the Morongo Indian Reservation, City of Banning, and unincorporated Riverside County lands that fall within the Pass Area Plan beyond.

3.10.2. Regulatory Framework

Federal

There are no Federal regulations pertaining to land use and planning that are applicable to the proposed project.

State

California Planning and Zoning Law

California Planning and Zoning Law, Government Code Sections 65000–66499.58 set forth the legal framework in which California cities and counties exercise local planning and land use functions. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements comprise the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

California Codes

The California Codes are 29 legal codes enacted by the State Legislature, which together form the general statutory law for the State. Unlike the United States Code or other State legal codes, the California Codes have never been consolidated into a single unified code. The official codes are maintained by the California Legislative Counsel for the Legislature.

Regional

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect local jurisdictions.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal (2024-2050 RTP/SCS). The 2024-2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2024-2050 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2024-2050 RTP/SCS, which incorporates local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2024-2050 RTP/SCS includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. The 2024-2050 RTP/SCS also includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce greenhouse gas emissions from automobiles and light trucks to the regional GHG targets set by California Air Resource Board for the SCAG region.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, the AQMP, the RTIP, and the Regional Housing Needs Assessment. SCAG's adopted 2024-2050 RTP Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Adopted 2024-2050 RTP/SCS Growth Forecasts provide population, household, and employment data throughout SCAG's 191 cities and in unincorporated areas by 2050.

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in State California Environmental Quality Act (CEQA) Guidelines Section 15206. The proposed project is considered regionally significant as it would meet the criteria identified in Section 15206(b), requiring consistency review.

Local

County of Riverside General Plan

The General Plan covers Riverside County's entire unincorporated portion and is augmented by 19 more detailed Area Plans covering Riverside County's territory with the exception of the undeveloped desert areas and the March Air Joint Reserve Base. The General Plan's purpose is to manage the overall pattern of development more effectively. The Area Plans provide a clear and more focused opportunity to enhance community identity within Riverside County and stimulate quality of life at the community level.

The General Plan is organized by the following elements:

- *Land Use Element*: The Land Use Element functions as a guide to the ultimate pattern of development for unincorporated lands within the County of Riverside. The Land Use Element policies relevant to the proposed project are outlined in Table 3.10-1, *General Plan Consistency Analysis*. The primary Foundation Component categories of land uses permitted by the Land Use Element include Agriculture, Rural, Rural Community, Open Space, Community Development, and Other (i.e., Indian Lands and Major Roadways). The Foundation Component designations are further subdivided into more detailed land use designations at the area plan level. Existing land uses within the project area are identified in Exhibit 2-3, *Existing Land Use Map* and Table 2-1, *Proposed General Plan Land Use Changes*.

- *Circulation Element*: The Circulation Element designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The Circulation Element also identifies transportation routes, terminals, and facilities. Circulation Element Figure C-1, Circulation Plan, identifies the future streets and highways system at build out in addition to functional classifications. Refer to Section 3.14, *Transportation*, for a discussion of the project's circulation system.

- *Multipurpose Open Space Element:* The Multipurpose Open Space Element addresses protecting and preserving natural resources, agriculture and open space areas, managing mineral resources, preserving and enhancing cultural resources, and providing recreational opportunities for the citizens of Riverside County. Refer to Section 3.3, *Biological Resources*, for a discussion regarding biological resources. Refer to Section 3.4, *Cultural and Tribal Cultural Resources*, for a discussion regarding cultural and tribal cultural resources. Refer to Section 3.13, *Public Services and Recreation*, for a discussion

regarding recreational opportunities. Refer to Section 4.0, *Effects Found Not to be Significant*, for a discussion regarding agricultural resources and mineral resources

- *Safety Element (adopted September 28, 2021):* The Safety Element identifies the goals, policies, and actions to minimize the hazards to safety in and around unincorporated Riverside County. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around unincorporated Riverside County and to reduce damage to local economic systems, community services, and ecosystems. Refer to Section 3.6, *Geology and Soils*, for a discussion regarding earthquake and related ground failure hazards, subsidence, and slope hazards. Refer to Section 3.9, *Hydrology and Water Quality*, for a discussion regarding flooding-related hazards. Refer to Section 3.8, *Hazards and Hazardous Materials*, for a discussion regarding release of hazardous materials, aircraft mishap, wildland and urban fires, and emergency planning. Refer to Section 3.13, *Public Services and Recreation*, for information regarding potential impacts to public services. Additional information regarding wildland fires is presented in Section 3.16, *Wildfire*.

- *Noise Element*: The Noise Element is a mandatory component of the General Plan pursuant to the California Planning and Zoning Law, Section 65302(f). The element must recognize the guidelines adopted by the Office of Planning and Research pursuant to Section 46050.1 of the Health and Safety Code. It also can be utilized as a tool for compliance with the State of California's noise insulation standards. The General Plan Noise Element provides a systematic approach to identifying and appraising noise problems in the community; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise. This element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise. Refer to Section 3.11, *Noise*, for a discussion regarding the project's noise-related impacts.

- *Housing Element* (6th Cycle, Amended June 25, 2024): The 2021-2029 Housing Element identifies and establishes the County's policies with respect to meeting the housing needs for residents in unincorporated Riverside County. It establishes policies that guides County decision-making and sets forth an action plan to implement its housing goals for the 6th Cycle Housing Element update, through 2029. Refer to Section 3.12, *Population and Housing*, for information regarding potential impacts to housing.

- *Air Quality Element*: The policies and programs included in the Air Quality Element are intended to protect the health and welfare of our residents by improving air quality, protect our natural resources through enhanced conservation efforts, and ensuring expected growth of our County does not occur at the cost of the global climate. Refer to Section 3.2, *Air Quality*, for a discussion regarding the project's air quality impacts.

- *Healthy Communities Element* (Amended September 21, 2021): The Healthy Communities Element addresses areas where public health and planning intersect, including transportation and active living, access to nutritious foods, access to health care, mental health, quality of life, and environmental health. Environmental Justice (EJ) is addressed within the Healthy Communities Element for EJ Communities as it relates to civic engagement, health risk reduction, and infrastructure and services for these communities.

- *Administration Element*: This Element focuses on the administration of the General Plan.

The Pass Area Plan

The Pass Area Plan derives its name from its location, the San Gorgonio Pass Area which is a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys bordered by the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. The Pass Area Plan is an extension of the County of Riverside General Plan and Vision. The entirety of the project area is located within the Pass Area Plan, specifically the Cabazon Policy Area. There are six policy areas and two overlays that have been designated within The Pass Area Plan. The Community Center Overlay covers approximately three square miles of the project area, generally southerly of Interstate 10 between Apache Trail on the west and Elm Street on the east. The Community Center Overlay allows for the development of the Community Center land use designation (5-40 du/ac; 0.10-0.3 FAR) which Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area.

Riverside County Ordinances

Ordinance No. 348, *Zoning and Land Use Ordinance*: This ordinance establishes allowable uses of land and sets standards for what and how land may be developed. It is intended to protect the people and property of Riverside County from development of unsuitable land uses and ensure built areas are developed safely and with minimal conflict with surrounding lands. For the purpose of providing a uniform basis for zoning, the County establishes zone classifications in Riverside County Ordinances Chapter 17.12, *Zone Classifications and Districts*, referred to alternatively herein as zones, that are applied to the County's unincorporated lands. The project area's existing zoning is depicted on Figure 3.10-1, *Existing Zoning*. As depicted on Figure 3.10-1, most of the project area is zoned Controlled Development Areas (W-2, 5, 10).

Ordinance No. 509, *Agricultural Preserves*: This ordinance establishes uniform rules for the agricultural and compatible uses allowed within an agricultural preserve. The ordinance ensures that incompatible uses are not allowed within established agricultural preserves and sets forth the powers of Riverside County in establishing and administering agricultural preserves pursuant to the California Land Conservation Act of 1965 (Government Code § 51200, et seq.), which are to be devoted to agricultural and compatible uses. Land uses not covered in the ordinance are prohibited within agricultural preserves.

Resolution No. 84-526, *Riverside County Rules and Regulations Governing Agricultural Preserves*: These rules and regulations were adopted pursuant to California Government Code

Section 51231 to govern agricultural preserve procedures within Riverside County and to aid in Williamson Act implementation. The rules and regulations address procedures for the initiation, establishment, enlargement, disestablishment, and diminishment of agricultural preserves. To protect existing agricultural lands and agricultural preserves within Riverside County, Division VI of the rules require a "Comprehensive Agricultural Preserve Technical Advisory Committee" (CAPTAC) to review and report on land use proposals and applications related to agricultural preserves and advise the Riverside County Board of Supervisors on the administration of agricultural preserves, as well as Williamson Act contract-related matters. In particular, the CAPTAC is charged with reviewing any proposals for the diminishment or disestablishment of an agricultural preserve and providing its recommendations to the Board of Supervisors. Regarding diminishments and disestablishments, the CAPTAC reviews the following findings:

- Whether a notice of nonrenewal has been served pursuant to the Williamson Act, Section 401 of these rules.
- Whether the cancellation is likely to result in the removal of adjacent lands from agricultural use.
- Whether the proposed alternative use of land is consistent with the Riverside County General Plan's provisions.
- Whether the cancellation will result in discontiguous patterns of urban development.
- Whether there is proximate non-contracted land which is both available and suitable for the use for which the contracted land is being proposed.
- Whether the contracted land's development would provide more contiguous patterns of urban development than that of proximate non-contracted land.

Ordinance No. 659, *Development Impact Fees:* Ordinance No. 659 establishes and sets forth policies, regulations, and Fees relating to the funding and installation of the facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects. A portion of the impact fee is required to be used for transportation signals as well as roads, bridges and major improvements.

Ordinance No. 663, *Stephens' Kangaroo Rat Mitigation Fee:* The purpose of this ordinance is to finance the preparation, development, and implementation of the Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan (HCP), including the acquisition of habitat reserve sites, and the application for a Section 10(a) permit under the Federal Endangered Species Act of 1973. The ordinance provides a method for mitigation of impacts to SKR caused by the loss of its habitat due to development.

Ordinance No. 726, *Transportation Management Requirements: New Development Projects*: This ordinance is intended to meet the requirements of the Riverside County Congestion Management Program and the Air Quality Management Plan as well as to promote consideration of transportation demand management objectives early in the development review process. Often, conventional land development promotes reliance on the single occupancy vehicle. This ordinance establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning.

Ordinance No. 748, *Traffic Signal Mitigation Program*: This ordinance establishes a means of equitably assessing the costs of Traffic Signal installations needed to mitigate the cumulative environmental impacts resulting from the additional traffic generated by new development projects.

Ordinance No. 824, *Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program*: This ordinance establishes fees to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current levels of traffic.

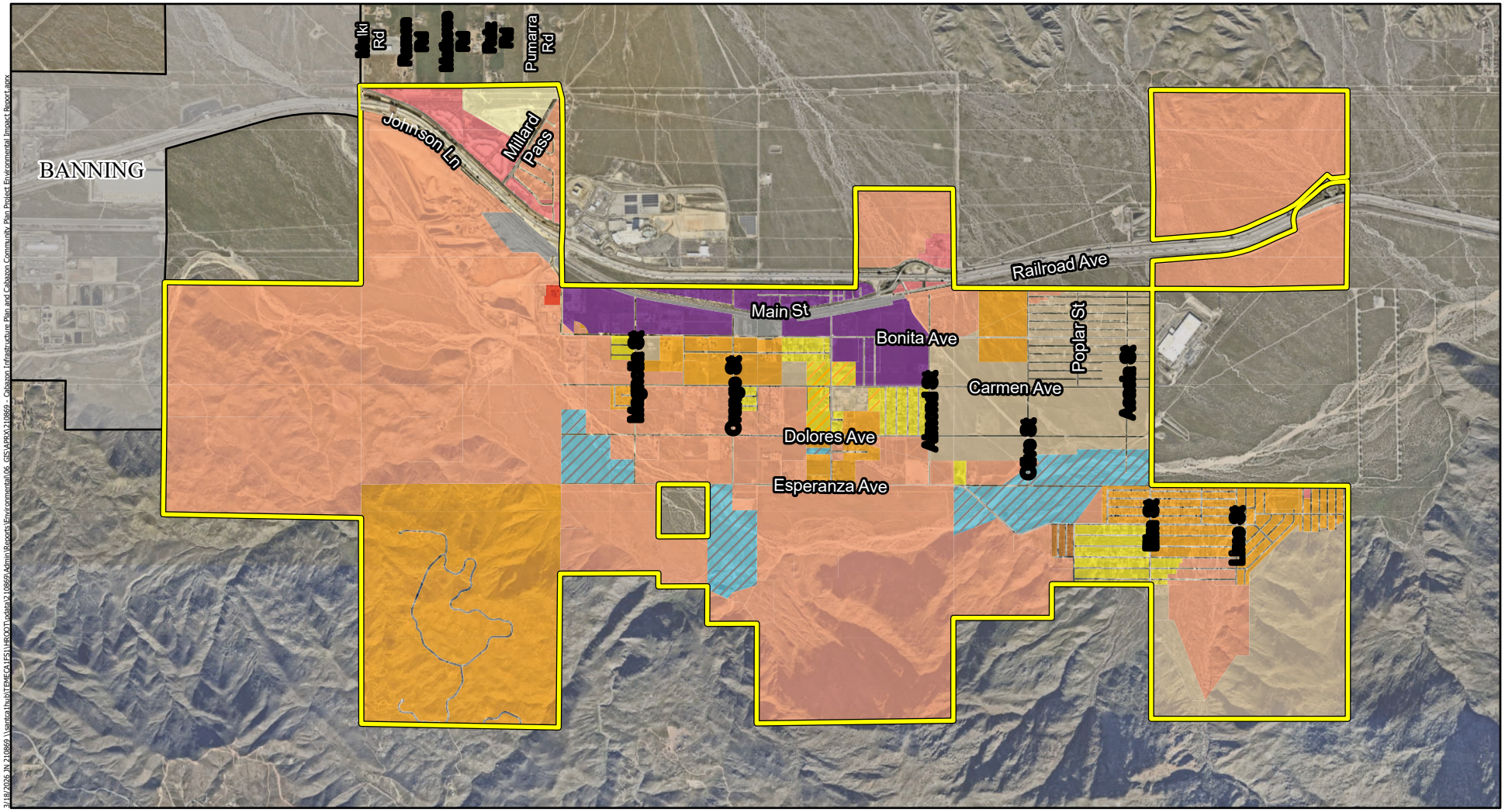
3.10.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this Program Environmental Impact Report (PEIR), the project would be considered to have a significant impact related to land use and planning if it would:

1. Physically divide an established community.

2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.



Legend

Cabazon Community Plan Boundary

City Boundary

Existing Zoning

- Controlled Development Area with Mobile Homes (W-2-M, 2 1/2, 5, 10, 20)
- Controlled Development Areas (W-2, 5, 10)
- General Commercial (C-1, C-P)
- Highest Density Residential (R-7)
- Manufacturing, Service Commercial (M-SC)
- Mixed Use (MU)
- Mobilehome Subdivision, Rural (R-T)
- One-family Dwellings (R-1, 1-20000)
- Residential Agricultural (R-A, A-1, A-10, A-2 1/2, A-5)
- Rural Residential (R-5)
- Scenic Highway Commercial (C-P-S)
- Watercourse, Watershed and Conservation Areas (W-1)

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, Riverside County, 2026 Nearmap Imagery

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing Zoning

Figure 3.10-1

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3.10.4. Project Impacts and Mitigation

Physically Divide an Established Community

Impact 3.10-1	**The project could physically divide an established community. Impacts would be less than significant.**

Factors that could physically divide a community include, but are not limited to the:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community.

The Cabazon Infrastructure Plan (CIP) includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan, including the following:

- Domestic Water Supply and Distribution (refer to Figure 2-5, *Proposed Domestic Water Facilities*);
- Wastewater Collection and Treatment (refer to Figure 2-6, *Potential Wastewater Treatment Plant Sites*);
- Flood Control and Drainage Systems (refer to Figure 2-7, *Proposed Storm Drain Facilities*);
- Electric Power Supply (refer to Figure 2-8, *Proposed Dry Utilities Map – Electricity*);
- Natural Gas Distribution and Telecommunications and Broadband Services; and
- Roadway Right-of-Way (refer to Figure 2-9, *Proposed Road Circulation*).

None of these facilities would represent physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. Construction of the proposed domestic water supply distribution, wastewater collection, natural gas, and flood control facilities would occur mainly underground within public right-of-way. Electric power distribution lines would similarly occur along existing roadways or utility easements, often along existing roadways or designated corridors. Aboveground CIP facilities such as wastewater treatment plants and water tanks would be sited appropriately to serve planned development rather than divide established communities. As a result, the project proposes CIP improvements to accommodate future growth at buildout and better serve community connectivity throughout the project area.

Additionally, it is the goal of the Cabazon Community Plan to provide a transportation network that allows residents, visitors, and emergency services to move safely and efficiently throughout

Cabazon and to promote a transportation system that supports walking, bicycling, and transit use (Goals AC-1 and AC-2). To that end, several policies are included in the community plan to improve local streets per the Cabazon Community Plan Circulation Plan (Policies AC-1.1 and AC-1.2), promote pedestrian and bicycle connectivity (Policy AC-2.1), provide connectivity of higher density residential uses (Policy AC-2.2), ensure new development provides access to transit (Policy AC-2.3), and facilitate a community shuttle service (Policy AC-2.3). The Cabazon Community Plan also identifies bikeways and pedestrian trails for the Community Plan Area. New or existing bike lanes are planned along many primary streets, including:

- Westward Avenue / Bonita Avenue
- Malki Road
- Morongo Trail
- Broadway (between Main Street and Bonita Avenue)
- Seminole Drive / Tamarack Road
- Haugen-Lehmann Way
- Railroad Avenue
- Main Street

Regional and local trails are also identified for the Plan Area in Section 4.4 of the Cabazon Community Plan. These improvements facilitate a safer, more comfortable environment for people walking, biking, and accessing transit; improving connectivity throughout the community.

Overall, the project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. All future development in the project area would be evaluated at a project-specific level for consistency with the proposed land use plan, design guidelines, and CIP to ensure that development enhances the project area and does not physically divide an established community. A less than significant impact would occur in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Conflict with an Applicable Plan

Impact 3.10-2	**The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.**

The project is subject to several land use plans, policies, and regulations in place for mitigating environmental effects, most notably including the County's General Plan, SCAG 2024-2050 RTP/SCS, South Coast Air Quality Management District's Air Quality Management Plan, Coachella Valley Multiple Species Habitat Conservation Plan, the County's Climate Action Plan, and the Banning Municipal Airport Land Use Compatibility Plan. Refer to Section 3.2, *Air Quality*, for a discussion on project consistency with the South Coast Air Quality Management District Air Quality Management Plan. Refer to Section 3.3, *Biological Resources*, for a discussion on project

consistency with the Coachella Valley Multiple Species Habitat Conservation Plan. Refer to Section 3.7, *Greenhouse Gas Emissions*, for a discussion on project consistency with the County Climate Action Plan. Refer to Section 3.8, *Hazards and Hazardous Materials*, for a discussion concerning the project's consistency with the Banning Municipal Airport Land Use Compatibility Plan. Other environmentally relevant plans, policies, and regulations are discussed in Sections 3.1 through 3.16.

General Plan

The project is subject to Riverside County General Plan and its related Pass Area Plan. The project's consistency with relevant and applicable policies of General Plan is evaluated in Table 3.10-1, *General Plan Consistency Analysis*.

As demonstrated in Table 3.10-1, the proposed project would be consistent with all relevant General Plan policies but would be partially consistent with Policy LU 21.3. As the project would be consistent with applicable General Plan policies, impacts would be less than significant.

TABLE 3.10-1 GENERAL PLAN CONSISTENCY ANALYSIS

Applicable General Plan Policies	Project Consistency Analysis
Land Use Element	
Policy LU 3.3: Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.	Consistent. The proposed Community Plan contains a Placemaking chapter which outlines the community's guiding principles and vision, establishes the framework for future districts and neighborhoods, and illustrates design concepts that guide how new development and public investments can contribute to a distinct and enduring sense of place. Chapter 6, *Development and Design Standards*, contains community design, architectural and landscaping design requirements and guidelines for the Cabazon Community Plan. These guidelines and standards ensure that the Community Plan Area will develop as an aesthetically pleasing, functional, cohesive, and sustainable mixed-use community, while allowing flexibility for innovative urban design. The project would be consistent with this General Plan policy in this regard.
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services.	Consistent. The proposed CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. This would ensure that development does not exceed the ability to adequately provide supporting infrastructure. Chapter 5, *Infrastructure and Public Services*, of the Cabazon Community Plan describes the infrastructure systems and public facilities needed to support existing residents and planned growth in Cabazon. It provides an overview of utilities and services including water, wastewater, storm drainage and dry utilities, as well as parks and recreation facilities, and essential public services such as fire protection, law enforcement, schools, libraries, and community facilities. The project would be consistent with this General Plan policy in this regard.
Policy LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.	Consistent. The project proposes the following land uses: Commercial Retail, High Density Residential, Highest Density Residential, Low Density Residential, Medium Density Residential, Very Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Mixed-Use Area, Heavy Industrial, Light Industrial, Public Facilities, and Open Space – Conservation; refer to Figure 2-4. The Community Plan envisions a development pattern that balances the natural and built environment while supporting long-term economic vitality. Growth is directed in a manner that incorporates sustainable design practices across building and infrastructure systems, and enhances overall quality of life. This framework advances a balanced jobs-to-housing relationship, accommodates a diverse mix of housing types and incomes, and positions Cabazon to meet both current needs and future aspirations. The project would be consistent with this General Plan policy in this regard.
Policy LU 8.12: Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.	Consistent. Refer to the response to Policy LU 8.1. The project would be consistent with this General Plan policy in this regard.

Applicable General Plan Policies	Project Consistency Analysis
Policy LU 9.2: Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act and the Clean Water Act.	Consistent. This document analyzes the environmental effects of the proposed project and considers the activities associated with the project to determine the short-term and long-term effects associated with their implementation. The direct and indirect impacts of this project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects are analyzed in this Draft PEIR at a programmatic level; refer to Section 3.1 through 3.16. Environmental resources within the project area are identified and evaluated by topical area in Sections 3.1 through 3.16. Sections 3.1 through 3.16 identify the relevant laws, regulations, and standards (such as applicable Multipurpose Open Space Policies) as well as project-specific mitigation that future development proposals would be subject to in order to reduce impacts to environmental resources. The project would be consistent with this General Plan policy in this regard.
Policy LU 11.1: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	Consistent. The project would increase commercial retail, mixed-use, and industrial land uses in the project area; refer to Table 2-1, *Proposed General Plan Land Use Changes*. This would promote a better job/housing balance and increase local employment levels. The project would be consistent with this General Plan policy in this regard.
Policy LU 21.2: Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.	Consistent. As discussed in Section 3.15, *Utilities and Service Systems*, the project would result in less than significant impacts to water and sewer facilities following implementation of relevant laws, regulations, and standards. The project would be consistent with this General Plan policy in this regard.
Policy LU 21.3: Ensure that development does not adversely impact the open space and rural character of the surrounding area.	Partially Consistent. As discussed in Table 2-1, the project would result in an overall increase of Open Space - Conservation land uses within the project area. However, as discussed in Section 3.1, *Aesthetics*, impacts to visual character and quality would be significant and unavoidable due to the magnitude of the Cabazon Community Plan and Cabazon Infrastructure Plan. Thus, the project would adversely impact the rural character, but improve the overall amount of open space within the project area. The project would be partially consistent with this General Plan policy in this regard.
Policy LU 28.6: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial and industrial uses.	Consistent. Future development within the project area would be subject to detailed planning to ensure high-quality development that is complementary and compatible with the community character and design. The Community Plan's proposed Development and Design Standards are an integral component of the project and intend to provide direction for building massing, height limitations, and setback requirements; refer to Cabazon Community Plan Chapter 6. As depicted on Figure 2-3, there are no agriculturally designated lands within the project area. The County would review site-specific development proposals to ensure residential projects are adequately buffered to the extent possible from the impacts of abutting roadway, commercial and industrial uses based on the proposed Development and Design Standards requirements. The project would be consistent with this General Plan policy in this regard.
Policy LU 28.9: Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages and neighborhood centers.	Consistent. It is the Community Plan's goal to reduce distances between housing, workplaces, commercial uses, and other amenities and destinations. The project would also promote more compact development and land use synergy (e.g., residents provide patrons for commercial uses, which provide amenities for residents) and encourage stronger neighborhood character and sense of place. The project would be consistent with this General Plan policy in this regard.

Applicable General Plan Policies	Project Consistency Analysis
Policy LU 30.3: Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.	Consistent. As discussed in Table 2-1, the project would increase light industrial land uses within the project area by approximately 611 acres and heavy industrial uses by approximately 1,272 acres. These lands are primarily owned by Robertson's Ready Mix, an aggregate quarry and processing facility, and are presently designated RD, RM, and RR. Under implementation of the project, these lands would be redesignated to Heavy Industrial (HI) to reflect Robertson's Ready Mix's existing mining and processing operations, which operate under a vested rights agreement that predates the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA is California's statewide law governing surface mining and reclamation requirements; because Robertson's Ready Mix's operations predate SMARA, they are not subject to its permitting constraints. Accordingly, the proposed land use changes under the Cabazon Community Plan would protect existing operations at Robertson's Ready Mix and encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity. Further, the County would review site-specific development proposals to reduce the potential for land use conflicts as part of the County's development review process. The project would be consistent with this General Plan policy in this regard.
Policy LU 31.2: Protect major public facilities, such as landfill and solid waste processing sites and airports, from the encroachment of incompatible uses.	Consistent. There are no landfills within the project area. As discussed in Section 3.8, *Hazards and Hazardous Materials*, the project would not conflict with adopted airport land use compatibility plans and would not result in a safety hazard or excessive noise for people residing or working in the project area. The project would be consistent with this General Plan policy in this regard.
Pass Area Plan	
PAP Policy 1.1: To provide for the orderly development of Banning Municipal Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.	Consistent. As discussed in Section 3.8, *Hazards and Hazardous Materials*, implementation of the proposed project would not conflict with the Banning Municipal Airport Compatibility Plan. The project would be consistent with this General Plan policy in this regard.
PAP Policy 5.6: Allow land uses that serve travelers, such as service stations, markets, and restaurants, to develop immediately adjacent to the future relocated interchange of Interstate 10 and Apache Trail, subject to proper design that assures safe vehicular movement, quality appearance, and appropriate buffering of adjacent residential uses.	Consistent. As shown in Figure 2-4, land adjacent to the Interstate 10 and Apache Trail interchange is designated Commercial Retail. This will allow the development of land uses to serve travelers including service stations, markets, and restaurants. The Cabazon Community Plan also includes Policy LU-1.2, which allows traveler-serving commercial uses such as service stations, markets, and restaurants near I-10 interchanges to ensure safe vehicular circulation, high-quality site design, and appropriate buffering from nearby residential uses. The project would be consistent with this General Plan policy in this regard.

Southern California Association of Governments

The project is considered regionally significant and thus is subject to SCAG's 2024-2050 RTP/SCS. The consistency of the proposed project with relevant and applicable policies of SCAG's 2024-2050 RTP/SCS is provided in Table 3.10-2, *SCAG 2024-2050 RTP/SCS Consistency Analysis*.

TABLE 3.10-2 SCAG 2024-2050 RTP/SCS CONSISTENCY ANALYSIS

Goal	Project Consistency Analysis
Goal 1. Mobility: Build and maintain an integrated multimodal transportation network. ■ Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions ■ Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities ■ Support planning for people of all ages, abilities and backgrounds	Consistent. As described in Impact 3.10-1, the roadway improvements proposed in the CIP are intended to support the community at buildout. It is the goal of the Cabazon Community Plan to provide a transportation network that allows residents, visitors, and emergency services to move safely and efficiently throughout Cabazon and to promote a transportation system that supports walking, bicycling, and transit use (Goals AC-1 and AC-2). To that end, several policies are included in the Community Plan to improve local streets per the Cabazon Community Plan Circulation Plan (Policies AC-1.1 and AC-1.2), promote pedestrian and bicycle connectivity (Policy AC-2.1), provide connectivity of higher density residential uses (Policy AC-2.2), ensure new development provides access to transit (Policy AC-2.3), and facilitate a community shuttle service (Policy AC-2.3). The Cabazon Community Plan also identifies bikeways and pedestrian trails for the Community Plan Area. Regional and local trails are also identified for the Plan Area in Section 4.4 of the Cabazon Community Plan. These improvements facilitate a safer, more comfortable environment for people walking, biking, and accessing transit; improving connectivity throughout the community. The project is consistent with Goal 1 in this regard.
Goal 2. Communities: Develop, connect and sustain communities that are livable and thriving. ■ Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances ■ Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households	Consistent. Refer to response to Goal 1 for ways in which the project increases mobility options and reduces travel distances. It is the goal of the Cabazon Community Plan to promote a balanced pattern of residential, commercial, employment, and open space uses that supports Cabazon's long-term growth while maintaining its small-town character (Goal LU-1). To that end, several policies are included in the Community Plan to encourage development of community-serving commercial uses (Policy LU-1.1), encourage mixed nonresidential uses (Policy LU-1.3), encourage small businesses and local enterprises (LU-1.4), and provide educational and workforce training facilities (Policy LU-1.5). It is also the Community Plan's goal to support a range of housing opportunities that accommodate existing residents and future households (Goal LU-2). Proposed Community Plan policies for encouraging housing diversity (Policy LU-2.1) and access to community amenities (Policy LU-2.3) would produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households. The project is consistent with Goal 2 in this regard.

Goal	Project Consistency Analysis
Goal 3. Environment: Create a healthy region for the people of today and tomorrow ■ Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change ■ Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water ■ Conserve the region's resources	Inconsistent. Although project objectives include reducing distances between housing, workplaces, commercial uses, and other amenities and destinations; promoting higher density housing; and promoting better job/housing balance by providing increased commercial, industrial, and mixed-use land uses, the project would result in significant and unavoidable impacts related to air quality and greenhouse gas (GHG) emissions despite implementation of Mitigation Measures AQ-1 through AQ-11 and GHG-1 and GHG-2. Specifically, as detailed in Section 3.2, *Air Quality*, the proposed project would result in significant and unavoidable impacts related to conflicting with air quality plan (2022 Air Quality Management Plan [2022 AQMP]), short-term construction and long-term operational emissions, as well as localized emissions and cumulative impacts to short- and long-term air quality emissions. As detailed in Section 3.7, *Greenhouse Gas Emissions*, the project would result in significant and unavoidable impacts related to GHG emissions and would conflict with an applicable GHG reduction plan, policy, or regulation. The project is inconsistent with Goal 3 in this regard.
Goal 4. Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. ■ Improve access to jobs and educational resources. ■ Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Consistent. Findings from a market study are incorporated into the Cabazon Community Plan to inform realistic development potential, identify opportunities for housing and employment growth, and recognize constraints related to infrastructure, flood hazards, and market conditions. Thus, planned distribution of residential, commercial, industrial, mixed-use, open space, and civic uses throughout the planning area have been developed to improve access to jobs and educational resources. The proposed project would increase mixed use, commercial, and industrial land uses in the project area; thereby improving access to jobs in the project area and create a better job/housing balance. In addition, the roadway improvements proposed in the CIP are intended to support the community at buildout and advance resilient and efficient goods movement system that supports the economic vitality of the region. The project is consistent with Goal 4 in this regard.

Source: SCAG, The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, April 4, 2024.

As detailed in Table 4.11-2, the proposed project would be consistent with most relevant and applicable policies of the 2024-2050 RTP/SCS. However, the project would result in significant and unavoidable impacts related to air quality and GHG emissions despite implementation of Mitigation Measures **AQ-1** through **AQ-11** and **GHG-1** and **GHG-2**; refer to Section 3.2 and 3.7. The proposed project would therefore be partially inconsistent with SCAG's regional planning efforts and a significant and unavoidable impact would occur in this regard.

Mitigation Measures: **AQ-1** through **AQ-11** and **GHG-1** and **GHG-2**.

Level of Significance: Significant and unavoidable impact.

Cumulative Impacts

Impact 3.10-3	**The project would not result in cumulative land use impacts. Impacts would be less than cumulatively considerable.**

As demonstrated in Table 3.10-1, the proposed project would be consistent with the relevant County of Riverside General Plan policies. In addition, the project would be consistent with the majority of relevant and applicable policies of the 2024-2050 RTP/SCS with the exception of Goal 3 based on its significant and unavoidable air quality and GHG impacts; refer to Table 4.11-2. However, the project's conflict with Goal 3 of the 2024-2050 RTP/SCS is not anticipated to preclude cumulative development's ability to adhere to all applicable programs, plans, ordinances, and policies addressing the circulation system.

Development projects within the County undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s). As with the proposed project, each project would be analyzed to verify consistency with the goals and policies of the General Plan. In addition, regionally significant cumulative development would be reviewed against the goals of the 2024-2050 RTP/SCS. Impacts would not be cumulatively considerable in this regard.

Mitigation Measures: **AQ-1** through **AQ-11** and **GHG-1** and **GHG-2**.

Level of Significance: Less than cumulatively considerable.

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3.11. Noise

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to noise. Noise measurement data can be found in Appendix F, *Noise Data*.

This section is based on technical data and analysis from the following:

- Transportation and Construction Vibration Guidance Manual (2020);
- Transit Noise and Vibration Assessment Manual (2018);
- County of Riverside General Plan (General Plan) (2015);
- The Pass Area Plan (Area Plan) (2016); and
- Handbook of Noise Control (1979).

3.11.1. Environmental Setting

Fundamentals of Noise

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of an environmental noise assessment.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Figure 3.11-1, *Sound Levels and Human Response*.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the noise environment.

Numerous methods have been developed to measure sound over a period of time. The terms used to describe the various types of noise measurements are listed below in Table 3.11-1, *Noise Descriptors*.

TABLE 3.11-1 NOISE DESCRIPTORS

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micro pascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, dated 1979.

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories, which are described in detail below:

1. Noise-Induced Hearing Loss. Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources. According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure.

2. Interference with Communication. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt in-person communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proved to be one of the most important components of noise-related annoyance.

3. Effects of Noise on Sleep. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse

effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods.

4. Effects on Performance and Behavior. Recent research indicates that moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of "helping" behavior, and increased incidence of "hostile" behavior. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

5. Extra-Auditory Health Effects. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the number of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

6. Annoyance. Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

It is difficult to specify noise levels that are generally acceptable to everyone because what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, federal and State agencies provide standards and guidelines to local jurisdictions.

Fundamentals of Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both construction and operation of development projects can generate ground-borne vibration.

Table 3.11-2, *Human Reaction and Damage to Building from Continuous Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 3.11-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

TABLE 3.11-2 HUMAN REACTION AND DAMAGE TO BUILDINGS FROM CONTINUOUS VIBRATION LEVELS

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Caltrans Vibration Damage Criteria	FTA Vibration Damage Criteria
0.01	Barely Perceptible	—	—
0.04	Distinctly Perceptible	—	—
0.08	—	Extremely fragile historic buildings, ruins, ancient monuments	—
0.10	Strongly Perceptible	Fragile buildings	—
0.12	—	—	Buildings extremely susceptible to vibration damage
0.20	—	—	Non-engineered timber and masonry buildings
0.25	—	Historic and some old buildings	—
0.30	—	Older residential structures	Engineered concrete and masonry (no plaster)

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Caltrans Vibration Damage Criteria	FTA Vibration Damage Criteria
0.40	Severe	—	—
0.50	—	New residential structures, modern industrial/commercial buildings	Reinforced-concrete, steel, or timber (no plaster)

Notes: PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration
Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020, and Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. Sensitive receptors within the project area primary include single- and multi-family residences interspersed throughout the project area, as well as Cabazon Elementary School. Sensitive receptors located outside the project site boundaries include single- and multi-family residences interspersed primarily situated along the project's northwestern boundary within the Morongo Reservation.

Ambient Noise Measurements

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted five short-term noise measurements March 3, 2026; refer to Figure 3.11 2, *Noise Measurement Locations*, and Table 3.11-3, *Measured Ambient Noise Levels*. The noise measurement locations were representative of typical existing noise exposure within and immediately adjacent to the project site. Criteria for site selections included geographical distribution, land uses suspected of noisy activities, and noise-sensitive land uses. The purpose of the noise monitoring is to establish a noise profile that could be used to estimate current and future noise levels. Short-term measurements were taken between the hours of 10:30 a.m. and 4:00 p.m.

TABLE 3.11-3 MEASURED AMBIENT NOISE LEVELS

Site No.	Location	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)	Start Time
NM-1	In the intersection of Millard Pass and Maumee Ln	57.4	68.9	53.0	10:40 a.m.
NM-2	In front of 14190 Apache Trail	66.0	83.9	50.9	11:01 a.m.
NM-3	In the intersection of Magnolia Street and Dolores Avenue	46.7	71.4	37.6	11:20 a.m.
NM-4	In front of 49869 Carmen Avenue	64.3	85.2	42.5	11:39 a.m.
NM-5	In front of 50876 Seminole Drive	64.4	78.0	59.0	11:56 a.m.
NM-6	In the intersection of Dolores Avenue and Almond Street	57.9	77.9	40.3	1:34 p.m.
NM-7	In the intersection of Olive Street and Faryl Avenue	54.6	65.9	47.8	1:49 p.m.
NM-8	In the intersection of Elm Street and Ella Avenue	55.1	74.3	44.9	2:06 p.m.
NM-9	At the east end of Seminole Drive	63.2	71.4	57.9	2:29 p.m.
NM-10	In the intersection of Rushmore Avenue and Penland Road	60.4	86.9	45.0	2:55 p.m.
NM-11	Intersection of Malki Road and Sullivan Road	66.1	85.0	46.3	3:24 p.m.

Source: Michael Baker International, March 3, 2026; refer to Appendix F, *Noise Data*.

Notes: dBA = A-weighted decibels; L_{eq} = Average Sound Level; L_{min} = Lowest time-weighted sound level measured; L_{max} = Highest time-weighted sound level measured

Meteorological conditions were sunny, cool temperatures, with light wind speeds (0 to 10 miles per hour), and low humidity. Measured noise levels during the day ranged from 54.6 to 66.1 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix F.

3.11.2. Regulatory Framework

Federal

US Environmental Protection Agency

The EPA offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dB Ldn as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB Ldn are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

The FTA has published guidelines for the analysis of ground-borne noise and vibration relating to transportation and construction-induced vibration. Specifically, the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA Transit Noise and Vibration Manual) provides guidance on procedures for assessing impacts at different stages of transit project developments. The report covers both construction and operational noise impacts and describes a range of

measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration; refer to Table 3.11-2.

State

State Noise Guidelines and Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (California Code of Regulations Title 24, Part 2, Chapter 12, Section 1207.11.2). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB L_{dn} or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB for any habitable room.

Section 1092 of Title 25, Chapter 1, Subchapter 1, Article 4, of the California Administrative Code includes noise insulation standards which detail specific requirements for new multi-family structures (hotels, motels, apartments, condominiums, and other attached dwellings) located within the 60 CNEL contour adjacent to roads, railroads, rapid transit lines, airports, or industrial areas. An acoustical analysis is required showing that these multi-family units have been designed to limit interior noise levels, with doors and windows closed, to 45 CNEL in any habitable room. Title 21 of the California Administration Code (Subchapter 6, Article 2, Section 5014) also specifies that noise levels in all habitable rooms shall not exceed 45 CNEL. A community's sensitivity to noise may be evaluated by starting with the general guidelines developed by the State of California, and then applying adjustment factors. These allow acceptability standards to be set which reflect the desires of the community and its assessment of the relative importance of noise pollution and are below the known levels of health impairment.

Governor's Office of Planning And Research

The California Governor's Office of Land Use and Climate Innovation's Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 3.11-4, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

As depicted in Table 3.11-4, the range of noise exposure levels overlaps between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. The Noise Element Guidelines note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing the application of noise-control technology and anticipated regional growth

and demands of the community. In project-specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the County may use its discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

TABLE 3.11-4 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Normally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Conditionally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Normally Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Clearly Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging – Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

Source: Governor's Office of Land Use and Climate Innovation, *General Plan Guidelines – Appendix D Noise Element*, adopted October 5, 2023.
Notes: NA: not applicable; L_{dn}: average day/night sound level; CNEL: community noise equivalent level
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and the noise insulation features needed must be included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Local

County of Riverside General Plan

The General Plan Noise Element identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and establishes goals, policies, and programs to ensure that County residents are protected from excessive noise. The following lists applicable noise goals obtained from the General Plan that are applicable to the project:

Noise Element

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools.
- Hospitals.
- Rest Homes.
- Long Term Care Facilities.
- Mental Care Facilities.
- Residential Uses.
- Libraries.
- Passive Recreation Uses.
- Places of Worship.

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.

N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 1.8 Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information.

N 2.1 Create a County Noise Inventory to identify major noise generators and noise-sensitive land uses, and to establish appropriate noise mitigation strategies.

N 2.2 Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.

N 2.3 Mitigate exterior and interior noises to the levels listed in Table 3.11-5, *Stationary Source Land Use Noise Standards* the table below to the extent feasible, for stationary sources:

TABLE 3.11-5 STATIONARY SOURCE LAND USE NOISE STANDARDS

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 dBA L_{eq} (10 minute)	45 dBA L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 dBA L_{eq} (10 minute)	65 dBA L_{eq} (10 minute)

Source: County of Riverside, *Riverside County General Plan,* December 8, 2015.

N 4.1 Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels:

- 45 dBA $L_{eq\ (10\ minute)}$, between the hours of 10:00 p.m. and 7:00 a.m. (nighttime standard).
- 65 dBA $L_{eq\ (10\ minute)}$, between the hours of 7:00 a.m. and 10:00 p.m. (daytime standard).

N 4.2 Develop measures to control non-transportation noise impacts.

N 4.3 Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.

N 4.4 Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.

N 4.5 Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities.

N 4.8 Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

N 7.1 New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for

each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 and summarized in the Policy Area section of the affected Area Plan.

N 7.3 Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commissions and depicted in Appendix I-1, as well as in the applicable Area Plan's Airport Influence Area section.

N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.

N 13.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

N 13.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

i. Temporary noise attenuation fences;
ii. Preferential location and equipment; and
iii. Use of current noise suppression technology and equipment.

N 13.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

N 14.1 Enforce the California Building Standards that set standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

N 16.3 Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

Riverside County Ordinance No. 847

The County's Noise Ordinance No. 847 (Noise Ordinance) contains the County's noise performance standards. However, the Noise Ordinance specifically notes that this ordinance is not intended to establish thresholds of significance for the purpose of any analysis required by the CEQA Guidelines. However, these standards do apply to activities conducted by all people within the Community Plan Area. Therefore, the following provides a summary of these standards.

Section 4 of the Noise Ordinance restricts persons from creating or allowing the creation of any sound on any property that causes the exterior sound level on any other occupied property from exceeding the sound level standards set forth in Table 1 of the Noise Ordinance. This table establishes maximum sound level standards for receiving land uses. For example, the ordinance establishes that an exterior noise performance standard of 55 dBA L_{max} may not be exceeded between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA L_{max} between the hours of 10:00 p.m. and 7:00 a.m. for residential land uses. For light industrial land use, an exterior noise performance standard of 75 dBA L_{max} may not be exceeded between the hours of 7:00 a.m. and 10:00 p.m. and 55 dBA L_{max} between the hours of 10:00 p.m. and 7:00 a.m. Business park land uses have an exterior noise performance standard of 65 dBA L_{max} that may not be exceeded between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA L_{max} between the hours of 10:00 p.m. and 7:00 a.m.

Section 2 of the Noise Ordinance includes various exemptions, including the following:

i. Private construction projects located within one-quarter (1/4) of a mile from an inhabited dwelling, provided that:

    1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and

    2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

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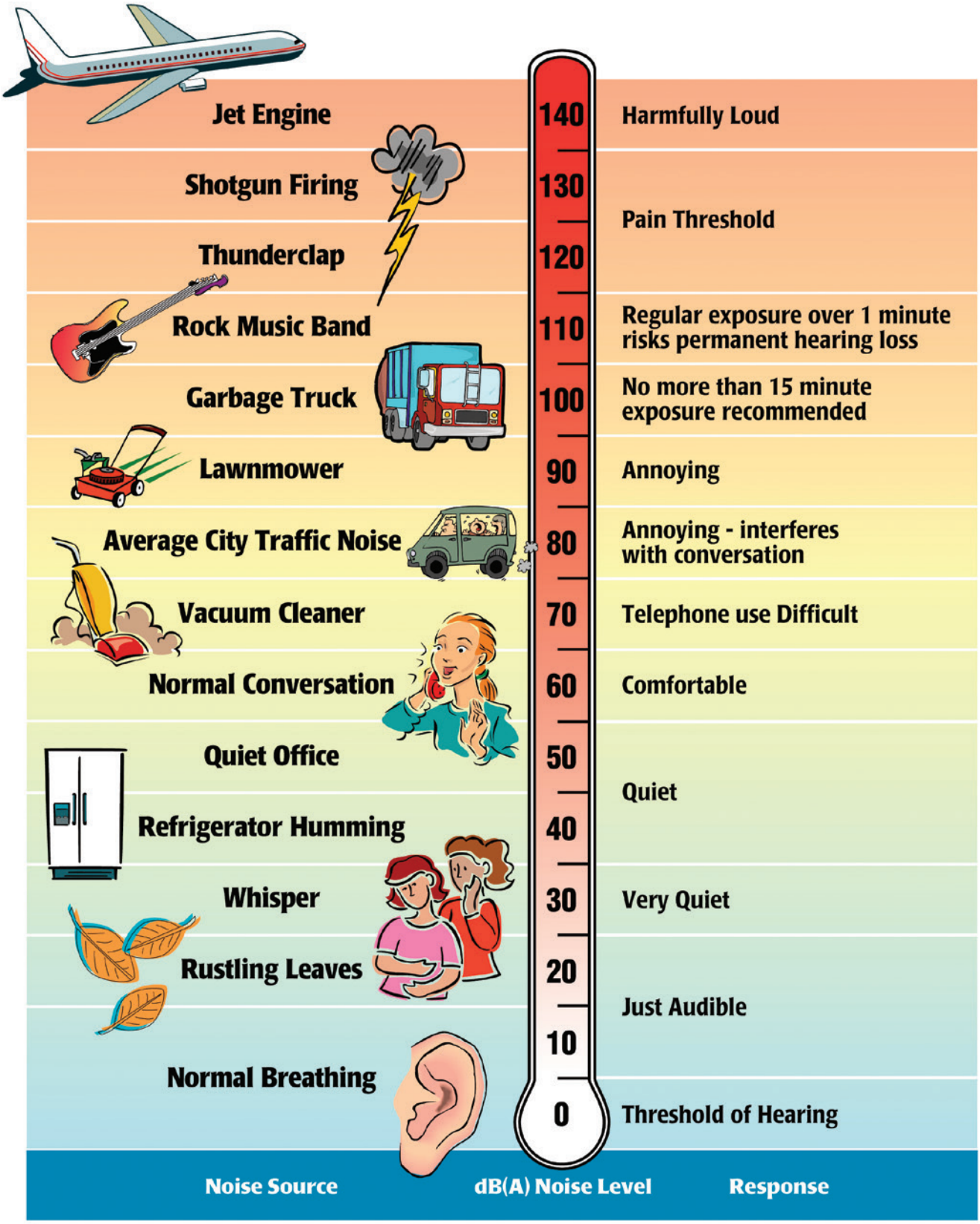

Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Common Environmental Noise Levels

Michael Baker INTERNATIONAL

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Exhibit 3.11-1

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Source: Google Earth Pro, April 2026

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

Michael Baker INTERNATIONAL

NOT TO SCALE

04/2026 • JN 210869

Exhibit 3.11-2

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3.11.3. Significance Thresholds and Methodology

Significance Thresholds

The State of California has developed guidelines to address the significance of noise impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to noise and vibration if it would cause:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2. Generation of excessive groundborne vibration or groundborne noise levels.

3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

Construction Noise Standards

Construction noise in the County is regulated primarily through limits on hours of operation. Under County Ordinance No. 847, Section 2, construction activities within one-quarter mile of an inhabited dwelling are exempt from noise restrictions between 6:00 a.m. and 6:00 p.m. from June through September, and between 7:00 a.m. and 6:00 p.m. from October through May. The County's General Plan and Municipal Code do not include numeric construction noise thresholds for CEQA analysis. Therefore, construction noise impacts are evaluated using guidance from the FTA *Transit Noise and Vibration Impact Assessment Manual*, as described below.

The FTA notes that local noise ordinances are generally intended to address nuisance conditions and hours of operation and are not typically suitable for evaluating construction noise impacts. Instead, construction noise assessments consider the existing noise environment, the magnitude of noise levels during construction, the duration of activities, and the proximity and type of nearby land uses. In the absence of adopted numeric standards, the FTA provides screening criteria that are commonly used in CEQA analysis. For residential uses, the FTA identifies a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for assessing potential impacts.

Operational Noise Standards

Stationary Noise

The County has set hourly average L_{eq} exterior noise limits to control the stationary-source noise associated with development projects. The County considers noise generated using motor vehicles to be a stationary noise source when operated on private property such as at a loading dock. Under Policy N 4.1 of the County's General Plan Noise Element, exterior noise levels at nearby noise-sensitive receptors (e.g., residences, schools, hospitals) shall not exceed 65 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA L_{eq} during nighttime hours (10:00 p.m. to 7:00 a.m.), for more than a cumulative period of 10 minutes in any hour.

Riverside County Ordinance No. 847 (General Sound Level Standards) establishes more stringent exterior noise limits and is used for evaluating operational noise impacts. The ordinance identifies limits of 55 dBA L_{eq} during daytime hours and 45 dBA L_{eq} during nighttime hours for noise-sensitive uses.

Based on guidance from the County of Riverside Department of Environmental Health (DEH), Office of Industrial Hygiene (OIH), the standards in Ordinance No. 847 are interpreted as hourly average (L_{eq}) limits, rather than maximum noise levels (L_{max}). This interpretation is consistent with the DEH OIH's April 15, 2015 guidance for evaluating non-transportation noise sources and aligns with the framework in the County's General Plan Noise Element. Accordingly, the L_{eq} metric is used to evaluate operational stationary-source noise impacts.

Traffic Noise

The General Plan Noise Element provides guidance for evaluating the compatibility of noise-sensitive land uses with transportation-related noise. General Plan Policy N 1.3 identifies schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship as noise-sensitive land uses and discourages these uses in areas exposed to exterior noise levels exceeding 65 dBA CNEL.

Additionally, according to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, a doubling of traffic volumes would result in an increase of approximately 3 dBA in traffic noise levels.[1] Although a 3 dBA increase is generally considered barely perceptible to the human ear, it represents a permanent increase in the ambient noise environment, particularly in areas where existing noise levels are relatively low. Therefore, a substantial increase in roadway noise is defined as an increase of 3 dBA CNEL or greater above existing traffic noise levels.

For purposes of this analysis, a potentially significant traffic noise impact would occur when both of the following conditions are met: (1) noise-sensitive land uses are exposed to exterior traffic noise levels exceeding 65 dBA CNEL, consistent with General Plan Policy N 1.3, and (2) project-generated traffic would result in a substantial increase in roadway noise levels of 3 dBA CNEL or greater above existing traffic noise levels.

Vibration Standards

The County has not established vibration standards. However, the County's General Plan Noise Element does address the human reaction to typical vibration levels which is based on the Caltrans *Transportation and Construction Vibration Manual.* Therefore, the vibration damage and human annoyance criteria used in this Program Environmental Impact Report (PEIR) are based guidance from the FTA and Caltrans, which is reflected in Table 3.11-2. Specifically, this analysis uses 0.2 inch/sec PPV for conventional building architectural damage and human annoyance, as

[1] U.S. Department of Transportation, *Highway Traffic Noise: Analysis and Abatement Policy and Guidance*, August 24, 2017.

well as 0.08 inch/sec PPV for historical building architectural damage.[2] A conventional building is defined as non-engineered timber and masonry buildings; engineered concrete and masonry (no plaster) buildings; and reinforced concrete, steel, or timber (no plaster) buildings.

Methodology

The impact analysis in this section includes both quantitative and qualitative assessments of noise and vibration impacts associated with future land uses under the Cabazon Community Plan and future infrastructure projects under the proposed Capital Improvement Program (CIP).

Construction

Construction noise and vibration impacts were evaluated qualitatively using reference noise and vibration levels from typical construction equipment because specific project locations, site plans, construction phasing, and equipment details have not yet been identified at this programmatic stage.

Operations

Operational noise impacts associated with implementation of the proposed Cabazon Community Plan were evaluated using a combination of quantitative and qualitative analyses. While the Cabazon Community Plan does not identify specific development projects, the *Cabazon Community Plan Circulation Analysis* provides roadway-specific Existing and Horizon Year traffic forecasts that were used to evaluate potential changes in roadway traffic noise levels associated with long-term buildout of the Cabazon Community Plan.[3]

Traffic noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108). The model calculates average traffic noise levels at specified receptor locations based on traffic volumes, vehicle speeds, roadway geometry, and other site conditions. For this analysis, roadway segment traffic noise levels were estimated using the Existing and Horizon Year average daily traffic (ADT) volumes presented in the *Cabazon Community Plan Circulation Analysis*. Vehicle speeds were based on posted speed limits where available and reasonable planning-level assumptions where speed limits were not identified in the traffic study. The model estimates traffic-generated noise levels and does not account for existing ambient noise from other sources. Traffic noise modeling assumptions, roadway segment characteristics, and calculation methodologies are provided in Appendix F.

Although roadway traffic noise impacts can be evaluated at a programmatic level using projected traffic volumes, the Cabazon Community Plan does not identify specific development projects, building locations, site layouts, or future receptor locations. Therefore, detailed operational noise

[2] The California Department of Transportation's *Transportation and Construction Vibration Guidance Manual*, dated 2020, identifies the vibration annoyance potential criteria as strongly perceptible for 0.10 inch/sec PPV and severe for 0.40 inch/sec PPV. Therefore, this analysis uses 0.2 inch/sec PPV for the human annoyance criterion.

[3] Urban Crossroads, *Cabazon Community Plan Circulation Analysis*, dated September 27, 2024.

impacts associated with future stationary sources, on-site activities, and project-specific land uses cannot be quantified at this stage and were addressed qualitatively in this analysis.

3.11.4. Project Impacts and Mitigation

Exceed Noise Standards

Impact 3.11-1	**The project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be significant and unavoidable.**

The proposed project would include the implementation of the Cabazon Community Plan and corresponding CIP in accordance with 6th Cycle Housing Element Action H-27. The goal of the Cabazon Community Plan is to address the Community of Cabazon's land use and infrastructure needs to prepare the Cabazon area for significant anticipated growth and development, particularly as the region plans for the possibility of accommodating up to 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years.

Cabazon Community Plan

Construction

Noise from construction activities is generated by two primary sources: (1) the transport of workers and equipment to construction sites and (2) the noise related to active construction equipment. Typical activities associated with construction are a highly noticeable temporary noise source. These noise sources can be a nuisance to residents and businesses or unbearable to sensitive receptors. The potential noise effects resulting from the construction would vary depending upon location, physical setting, surrounding land uses, and intensity and duration of construction activity.

Construction activities associated with future development facilitated by the Cabazon Community Plan would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. Construction noise associated with future development would be generated by site preparation activities (e.g., demolition, excavation, grading, and clearing), off-road construction equipment, material delivery trucks, and worker commute vehicles, as well as building construction, asphalt paving, and utility trenching. Construction-related noise is typically site-specific and depend upon multiple variables. Quantifying construction-related noise from individual future development projects is not feasible due to project-level variability and uncertainty regarding locations, site plans, construction schedules and duration, and equipment requirements, which are not known at this time. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying precise construction-related noise impacts would be speculative.

As construction parameters can vary so widely (and would occur over a duration of approximately 30 years), estimating construction noise impacts from future development facilitated by the project

is infeasible. However, construction of individual developments associated with implementation of the proposed Cabazon Community Plan could temporarily increase the ambient noise environment in the vicinity of each individual project. Noise from these activities could include engine noises from heavy equipment, sawing, hammering, pounding, dropping of materials, banging and clanging of equipment, delivery activities, loading, truck hauling, etc. For the purpose of this analysis, Table 3.11-6, *Reference Noise Levels from Typical Construction Equipment*, provides the anticipated maximum noise levels at 50 feet from typical construction equipment.

TABLE 3.11-6 REFERENCE NOISE LEVELS FROM TYPICAL CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor[a]	L_{max} at 50 Feet (dBA)
Backhoe	40	78
Compressor	40	78
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flatbed Truck	40	74
Forklift	20	75
Grader	40	85
Loader	40	79
Paver	50	77
Roller	20	80
Scraper	40	85
Tractor	40	84
Water Truck	40	80
Welder	40	74

Notes:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

The highest noise levels from the types of construction activities that would take place under the Cabazon Community Plan implementation usually occur during the grading and site excavation phases. Large earth-moving equipment such as graders and scrapers could generate maximum noise levels up to 85 dBA when measured at 50 feet from a construction site. Other construction equipment, like concrete saws, can generate noise levels up to 90 dBA at 50 feet. Therefore, construction activities have the potential to exceed the FTA's construction noise threshold of 80 dBA.

Construction activities with multiple pieces of equipment working at the same time could result in substantial temporary noise level increases at nearby sensitive land uses. It should be noted that construction would be localized and would occur intermittently for varying periods of time. However, construction noise levels are dependent upon the specific locations, site plans, and construction details of each new future development. Given the programmatic level of the

Cabazon Community Plan, construction-related noise impacts that may occur from future new developments are speculative and cannot be accurately determined at this stage of the planning process.

Construction activities are required to comply with the Noise Ordinance and would occur between the hours of 6:00 a.m. to 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. to 6:00 p.m. during the months of October through May. Further, in accordance with Section 2(i) of the Noise Ordinance, private construction projects located within one-quarter of a mile from an inhabited dwelling could be exempt from the Noise Ordinance if construction activities only occur between the allowed construction hours. However, given the programmatic level of the Cabazon Community Plan, assuming the exact location and timing of construction activities for individual development projects would be speculative. As such, construction activities could occur within one-quarter of a mile from habited dwelling units or outside of Noise Ordinance allowable construction hours. However, all future new development projects capable of generating substantial construction noise impacts would be required to undergo separate environmental review under CEQA to evaluate project-specific construction noise impacts to nearby sensitive receptors and identify any required mitigation.

Further, the impacts of construction noise would be minimized at adjacent uses through compliance with General Plan Noise Element Policy N 13.1 through 13.4, which require the limitation of construction hours, use of properly equipped machinery, and preparation of construction noise mitigation plans incorporating feasible attenuation measures. To further reduce construction-related noise impacts to nearby sensitive receptors, Mitigation Measure **NOI-1** would be required for future development within the Cabazon Community Plan area. Implementation of Mitigation Measure **NOI-1** would require the use of best management practices during construction, including equipping construction equipment with properly operating and maintained mufflers and other state-required noise attenuation devices. Mitigation Measure **NOI-1** also requires additional noise control measures, as needed, and could include the use of temporary noise barriers or noise blankets around stationary construction noise sources to further reduce construction noise levels.

Therefore, compliance with the Noise Ordinance and General Plan Policies 13.1 through 13.4, in combination with implementation of Mitigation Measure **NOI-1**, would reduce construction noise impacts associated with future development under the Cabazon Community Plan. However, due to the close proximity of construction activities to sensitive uses and the potential longevity of construction activities, construction noise impacts would be significant and unavoidable.

Operations

Stationary Noise

The Cabazon Community Plan includes a range of land uses that may generate stationary noise, including commercial, residential, industrial, and public facility uses. However, given the programmatic level of the Cabazon Community Plan, stationary noise impacts that may occur from future development are speculative and cannot be accurately determined at this stage of the planning process. As such, the following discussion focuses on a qualitative analysis of common stationary noise sources that are reasonably anticipated under Cabazon Community Plan.

General Plan Noise Element Policies applicable to stationary sources include those related to land use compatibility (Policies N 1.1 through N 1.8), which require the protection of noise-sensitive uses, the separation or buffering of incompatible land uses, and consideration of existing noise conditions when introducing new development. Policies addressing noise standards and acoustic analysis requirements (Policies N 2.1 through N 2.3 and N 4.1 through N 4.5) establish exterior and interior noise limits for stationary sources, require evaluation of potential noise conflicts, and mandate the preparation of acoustic studies and implementation of feasible mitigation measures where noise impacts may occur. In addition, site design and operational control policies (e.g., Policy N 4.8) require incorporation of features such as building orientation, site layout, and operational controls to minimize noise generation and reduce exposure to adjacent uses.

Residential and Public Facility Uses

Residential uses comprise most of the proposed Cabazon Community Plan. Stationary noise sources that are typical of residential and public facility (e.g., schools, administrative offices, community centers) areas mechanical equipment. Typical mechanical equipment associated with stationary sources includes heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.[4] At 50 feet, individual HVAC units would generate noise levels of approximately 42 dBA L_{eq}. However, future residential and public facility uses under the Cabazon Community Plan could have multiple stationary noise sources and could be located closer than 50 feet from the nearest sensitive receptors. Therefore, stationary operational noise levels could exceed the County's noise standards if sources were located in areas adjacent to sensitive land uses.

The project would implement Mitigation Measure **NOI-2** to reduce stationary noise levels. Mitigation Measure **NOI-2** would require future land uses with stationary noise sources located near residential receptors to prepare a project-specific acoustical report demonstrating compliance with the County's noise standards and identifying appropriate noise-reducing design measures. Such measures may include, but are not limited to, equipment selection, site layout, and physical shielding to minimize noise exposure at adjacent land uses. Further, stationary noise generated from residential and public facility developments under Cabazon Community Plan would be analyzed on a project-by-project basis. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure operational noise levels associated with future residential and public facility uses within the Cabazon Community Plan area do not exceed the Noise Ordinance requirements. Upon compliance with applicable General Plan Policies and Mitigation Measure **NOI-2**, operational stationary noise impacts from residential and public facility uses proposed under the Cabazon Community Plan would be less than significant.

Commercial and Industrial Uses

Noise sources associated with commercial uses (such as retail centers and restaurants) and industrial uses (such as warehousing, manufacturing, and distribution centers) in urban

[4] Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

environments could include delivery trucks, loading docks, trash trucks, air compressors, generators, outdoor loudspeakers, and industrial equipment. Commercial and industrial uses may include loading dock areas, which could include noise associated with maneuvering and idling trucks, truck refrigeration units, forklifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), and public address systems. Typically, slow movements from heavy-duty trucks can generate a maximum noise level of approximately 79 dBA at 50 feet.[5] However, future commercial and industrial uses under the Cabazon Community Plan could have multiple stationary noise sources and could be located in close proximity to sensitive receptors. Therefore, stationary operational noise levels could exceed the County's noise standards if sources were located in areas adjacent to sensitive land uses.

To reduce stationary noise levels at nearby sensitive receptors, the project would implement Mitigation Measure **NOI-2**. Mitigation Measure **NOI-2** requires future projects that include terminals, loading docks, or stationary noise sources near sensitive receptors to prepare a project-specific acoustic report demonstrating compliance with the County's Noise Element and identifying appropriate noise-reducing design measures. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure noise levels do not exceed the County's noise threshold requirements. Upon compliance with applicable General Plan Policies and Mitigation Measure **NOI-2**, operational noise impacts from commercial and industrial uses under Cabazon Community Plan would be less than significant.

Parking Lots

New developments would typically include new parking areas. Traffic associated with parking lots is usually not sufficient to generate noise levels in exceedance of community noise standards that are based on a time averaged scale, such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, an engine starting up, and car passing by may be an annoyance to adjacent sensitive receptors. Conversations and music from parking lots may also be an annoyance to adjacent sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 3.11-7, *Typical Noise Levels Generated by Parking Lots*. As shown in Table 3.11-7, parking lot activities can result in noise levels of up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards on the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 3.11-7.

TABLE 3.11-7 TYPICAL NOISE LEVELS GENERATED BY PARKING LOTS

Noise Source	Maximum Noise Levels at 50 Feet from Source (dBA L_{eq})
Car door slamming	61
Car starting	60
Car idling	53

Notes: dBA = A-weighted Decibels; Leq = Equivalent Sound Level
Source: Kariel, H. G., *Noise in Rural Recreational Environments, Canadian Acoustics 19(5)*, 3-10, 1991.

[5] Ibid.

Stationary noise generated from future parking lots proposed under Cabazon Community Plan would be analyzed on a project-by-project basis. To reduce stationary noise impacts to nearby sensitive receptors, the project would implement Mitigation Measure **NOI-2**. Mitigation Measure **NOI-2** requires that future development projects proposing parking lots or parking structures near residential receptors prepare a project-specific acoustic report demonstrating compliance with the County's Noise Element and identify appropriate noise-reducing design measures. As such, Mitigation Measure **NOI-2** would require specific noise attenuation techniques to be implemented, if applicable, to ensure noise levels do not exceed Noise Ordinance requirements. With implementation of Mitigation Measure **NOI-2**, operational noise impacts from parking lots and parking structures under the Cabazon Community Plan would be less than significant.

Traffic Noise

Existing traffic volumes on local and regional roadways within Cabazon are relatively low due to the largely undeveloped and rural character of the area. As a result, the existing roadway noise environment reflects relatively low baseline traffic noise conditions compared to more urbanized areas. Implementation of the proposed Cabazon Community Plan and associated future developments would generate approximately 599,837 daily vehicle trips (refer to Section 3.14, *Transportation*), which would result in a substantial increase in traffic volumes in the Cabazon Community Plan area.

A potentially significant traffic noise impact would occur when both of the following thresholds are exceeded: (1) roadway traffic noise levels exceed 65 dBA CNEL at noise-sensitive land uses, and (2) project-generated traffic results in an increase of 3 dBA CNEL or greater above existing traffic noise levels. The calculated traffic noise levels for the Existing Conditions (Without Project) and Horizon Year (With Project) scenarios are compared in Table 3.11-8, *Traffic Noise Levels*. As shown in Table 3.11-8, Existing Conditions (Without Project) traffic noise levels range from approximately 53.4 dBA CNEL to 61.9 dBA CNEL, while Horizon Year (With Project) traffic noise levels range from approximately 58.2 dBA CNEL to 72.2 dBA CNEL. The Horizon Year (With Project) scenario would increase Existing Conditions (Without Project) traffic noise levels by approximately 4.8 dBA CNEL to 11.8 dBA CNEL. As shown in Table 3.11-8, all roadway segments in the Cabazon Community Plan area would exceed both significance thresholds (65 dBA CNEL and a 3 dBA CNEL or greater increase over existing conditions), with the exception of Haugen-Lehmann Way (North of Tamarack Road). Therefore, implementation of the Cabazon Community Plan would substantially increase traffic volumes throughout the Cabazon Community Plan area and result in permanent increases in roadway traffic noise. Thus, traffic noise impacts associated with future development under the proposed Cabazon Community Plan would be considered potentially significant.

Given the programmatic level of the Cabazon Community Plan, specific development projects, roadway designs, site layouts, building locations, and receptor locations are not known. Therefore, it is not feasible to identify roadway-specific noise mitigation measures capable of reducing all future traffic noise increases below the significance thresholds. Future development projects would be required to evaluate site-specific traffic noise impacts and implement feasible mitigation measures, as applicable. Therefore, traffic noise impacts associated with future development under the proposed Cabazon Community Plan would be considered significant and unavoidable.

TABLE 3.11-8 TRAFFIC NOISE LEVELS

Roadway Segment	Existing Conditions (Without Project)		Horizon Year (With Project)		dBA CNEL Change	Policy N 1.3 Threshold (CNEL) [3]	Significant Impact? [4]
	ADT [1]	dBA CNEL [2]	ADT [1]	dBA CNEL [2]			
Central Circulation District							
Morongo Trail (South of Main Street)	2,000	61.1	13,000	69.2	8.1	65	**Yes**
Bonita Avenue (East of Morongo Trail)	2,000	61.1	26,000	72.2	11.1	65	**Yes**
South Circulation District							
Main Street (West of Broadway)	3,000	61.9	12,000	67.9	6.0	65	**Yes**
Main Street (East of Broadway)	3,000	61.9	23,000	70.7	8.8	65	**Yes**
Broadway (North of Bonita Avenue)	4,000	60.9	15,500	66.8	5.9	65	**Yes**
Bonita Avenue (West of Broadway)	2,000	61.1	20,000	71.1	10.0	65	**Yes**
Central East Circulation District							
Main Street (West of Broadway)	3,000	61.9	12,000	67.9	6.0	65	**Yes**
Main Street (East of Broadway)	3,000	61.9	23,000	70.7	8.8	65	**Yes**
Bonita Avenue (East of Broadway)	2,000	61.1	6,000	65.8	4.8	65	**Yes**
East Circulation District							
Tamarack Road	1,000	54.7	15,000	66.5	11.8	65	**Yes**
Haugen-Lehmann Way (North of Tamarack Road)	1,000	53.4	3,000	58.2	4.8	65	No
Haugen-Lehmann Way (South of Tamarack Road)	2,000	56.4	16,000	65.4	9.0	65	**Yes**

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level.

1. The average daily traffic (ADT) volumes presented in this table are equivalent to the *Cabazon Community Plan Circulation Analysis* vehicles per day (VPD) volumes. For purposes of this analysis, ADT and VPD are used interchangeably to represent the estimated average number of vehicles traveling on a roadway segment during a typical 24-hour period.

2. Traffic noise levels are reported at a distance of 50 feet from the roadway centerline. Actual noise levels at a specific receptor location depend on factors such as source-to-receptor distance and the presence of intervening structures, barriers, terrain, and other site-specific conditions.

3. Consistent with General Plan Noise Element Policy N 1.3, the following land uses are considered noise-sensitive and are discouraged in areas exposed to noise levels exceeding 65 dBA CNEL: schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship.

4. A potentially significant traffic noise impact would occur where project-generated traffic results in both: (1) exterior traffic noise levels exceeding 65 dBA CNEL at a noise-sensitive land use, and (2) an increase of 3 dBA CNEL or greater above existing traffic noise conditions.

Source: RD-77-108; Traffic data based on the *Cabazon Community Plan Circulation Analysis*, prepared by Urban Crossroads, dated September 27, 2024. Refer to Appendix F, *Noise Data*, for traffic noise modeling assumptions, input parameters, and results.

Cabazon Infrastructure Plan

CIP includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes

associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

CIP would support buildout of the Cabazon Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area. The CIP does not propose specific infrastructure projects at this time; therefore, project-specific infrastructure improvements would be identified and evaluated at a later stage as development proposals are advanced.

Construction

Construction activities associated with implementation of CIP projects would occur incrementally over time based on funding availability, infrastructure needs, and planning priorities. Construction activities would generally include trenching, excavation, backfilling, resurfacing, utility installation, and limited structural construction, depending on the type of infrastructure improvement. Equipment used for CIP projects may include loaders, excavators, backhoes, paving equipment, concrete mixers, haul trucks, and support vehicles associated with roadway, utility, and facility improvements.

Future development under CIP would occur over an approximately 30-year period and would generate temporary noise level increases on and adjacent to individual construction sites. Construction noise levels are dependent upon the specific locations, site plans, and construction details of each project. Given the programmatic level of the CIP, construction-related noise impacts that may occur from future CIP projects are speculative and cannot be accurately determined at this stage of the planning process.

The Noise Ordinance requires private construction projects to comply with allowable construction hours, which are limited to the hours of 6:00 a.m. to 6:00 p.m. during the months of June through September and 7:00 a.m. to 6:00 p.m. during the months of October through May. Additionally, construction noise generated from capital improvement projects and maintenance or repair of public properties is exempt from the Noise Ordinance. Further, construction noise would be minimized at adjacent uses through compliance with General Plan Noise Element policies N 13.1 through 13.4, which require identification of construction hours, use of properly equipped machinery, and preparation of construction noise mitigation plans incorporating feasible attenuation measures. To further reduce construction-related noise impacts to nearby sensitive receptors, Mitigation Measure **NOI-1** would be required for future development within the project area. Implementation of Mitigation Measure **NOI-1** would require the use of best management practices during construction, including equipping construction equipment with properly operating and maintained mufflers and other state-required noise attenuation devices. Mitigation Measure

NOI-1 also requires additional noise control measures, as needed, and could include the use of temporary noise barriers or noise blankets around stationary construction noise sources to further reduce construction noise levels.

Therefore, compliance with the Noise Ordinance and General Plan Policies 13.1 through 13.4, in combination with implementation of Mitigation Measure **NOI-1**, would reduce construction noise impacts associated with future development under the CIP. However, due to the close proximity of construction activities to sensitive uses and the potential longevity of construction activities, construction noise impacts would be significant and unavoidable.

Operation

Domestic Water Supply and Distribution

Operational noise associated with domestic water supply and distribution would primarily result from pump stations, pressure-regulating facilities, and occasional operation of valves and meters. Pump stations may generate low-level continuous noise from motors and mechanical equipment during operation, particularly during peak demand periods. However, these facilities are typically designed with acoustic enclosures, setback requirements, and muffled equipment, and are often located in utility-designated areas away from sensitive receptors. Noise associated with water distribution systems is generally intermittent and localized. Further, future domestic water supply and distribution would be required to comply with applicable County's noise thresholds. Therefore, a less than significant impact would occur in this regard.

Wastewater Collection and Treatment

Wastewater collection and treatment facilities may generate operational noise from lift stations, pumps, blowers, and auxiliary equipment. Noise sources are typically continuous but low in intensity and are commonly mitigated through equipment housing, below-grade installation, and adherence to local noise ordinance requirements. Collection system components, such as lift stations, are generally infrequent noise sources and are designed to operate quietly to avoid disturbance to nearby land uses. Further, the future wastewater collection and treatment facility would be required to comply with applicable County's noise thresholds. Therefore, a less than significant impact would occur in this regard.

Flood Control and Drainage Systems

Flood control and drainage facilities generally generate minimal operational noise under normal operating conditions. Noise may intermittently occur during storm events due to increased water flow, turbulence, or operation of gates, valves, or pumps at detention basins and drainage facilities. These noise sources are short-term, infrequent, and directly tied to rainfall events rather than continuous daily operations. Under dry-weather conditions, flood control facilities typically do not generate operational noise. Therefore, a less than significant impact would occur in this regard.

Electric Power Supply

Electric power infrastructure may produce operational noise from substations, transformers, switchgear, and backup generators. Transformers may emit a low-frequency hum during operation, and substations can generate periodic noise associated with electrical equipment. These facilities are typically designed to meet utility noise standards, incorporate sound-attenuating features, and are sited with setbacks or barriers to minimize noise exposure at nearby sensitive receptors. Backup generators are generally used only during emergencies or testing and would operate for limited durations. Further, future electric power supply facilities would be required to comply with applicable County's noise thresholds. Therefore, a less than significant impact would occur in this regard.

Natural Gas Distribution

Natural gas distribution systems generally operate quietly, with limited operational noise. Minor noise may be generated from pressure regulation stations or metering facilities, typically during gas flow adjustments. These noise sources are generally intermittent, low intensity, and often enclosed or located away from sensitive land uses. Routine distribution through underground pipelines would not generate audible noise on the ground surface. Therefore, a less than significant impact would occur in this regard.

Telecommunications and Broadband Services

Telecommunications and broadband facilities may generate operational noise from equipment cooling systems, such as ventilation fans or HVAC units serving data and communications equipment. These noise sources are typically low level, continuous, and consistent with ambient urban or suburban background noise levels. Further, future telecommunications and broadband facilities would be required to comply with general sound level standards for each land use designation as outlined in the Noise Ordinance and applicable County's noise thresholds. Therefore, a less than significant impact would occur in this regard.

Conclusion

Implementation of the Cabazon Community Plan would result in construction noise impacts that are considered significant and unavoidable due to the scale and duration of future development activities. Operational noise impacts associated with the Cabazon Community Plan would be less than significant with implementation of required mitigation measures. Construction activities associated with future CIP projects could also result in significant and unavoidable noise impacts due to the temporary but potentially substantial nature of construction noise. In contrast, operational noise impacts associated with CIP projects would be less than significant.

Mitigation Measures:

NOI-1 For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of any grading permit, the individual property owner/developer shall ensure through contract specifications that construction best management practices (BMPs) will be implemented by all project contractors to reduce construction noise levels. Contract specifications shall be included in construction documents, which shall be reviewed and approved by the County of Riverside Planning Department prior to issuance of a grading or building

permit (whichever is issued first). BMPs to reduce construction noise levels may include, but are not limited to, the following:

- Ensure that construction equipment is properly muffled according to industry standards and is in good working condition.
- Place noise-generating construction equipment and construction staging areas away from sensitive uses.
- Implement noise attenuation measures, as needed, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners and residents to contact the job superintendent.

NOI-2 For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of building permits, the individual property owner/developer shall be responsible for implementing the following measures to limit on-site operational stationary noise impacts:

- Any proposed development projects that include parking structures, terminals, or loading docks of commercial or industrial land uses shall demonstrate compliance with Noise Policy N 4.8 of the County's Noise Element by submitting an Acoustical Report prepared to the satisfaction of the Planning Director that identifies design measures to adequately minimize the potential noise impacts of vehicles on the site to adjacent land uses.
- For any future development project that includes stationary noise sources such as parking facilities, loading areas, mechanical equipment, or utility systems located in proximity to noise-sensitive receptors, the property owner/developer shall submit an Acoustical Report prepared to the satisfaction of the Planning Director. Consistent with Riverside County General Plan Noise Element Policies N 4.3 and N 4.4, the analysis shall evaluate the potential for significant stationary source noise impacts and identify feasible design, operational, or structural noise reduction measures to ensure County noise standards are met. Noise reduction measures may include, but are not limited to, site planning and layout revisions to provide shielding by buildings or enclosures, installation of sound walls or barriers, and selection or modification of quieter-rated equipment or technologies.

- The Acoustical Report shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the County's exterior and interior noise standards. The individual project owner/developer shall submit the Acoustical Report to the Planning Director for review and approval. Upon approval by the Planning Director, the proposed acoustic design features shall be incorporated into the future development.

Level of Significance: Significant and unavoidable impact.

Excessive Vibration or Noise

Impact 3.11-2	**The project would result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be significant and unavoidable.**

Cabazon Community Plan

Construction

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The FTA has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the construction area, the potential construction vibration damage criteria vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch/sec PPV is considered safe and would not result in any construction vibration damage. In general, the FTA architectural damage criterion for continuous vibrations (i.e. 0.2 inch/sec PPV) appears to be conservative for sensitive receptor buildings (such as residential, commercial, retail, etc.). This analysis also uses Caltrans architectural damage criterion of 0.08 inch/sec PPV threshold for historic buildings. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Construction activities associated with future development from the project have the potential to generate low levels of groundborne vibration. Table 3.11-9, *Typical Vibration Levels for Construction Equipment*, identifies various vibration velocity levels for various construction equipment types.

TABLE 3.11-9 TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Construction Equipment	Historic Buildings (Threshold of 0.08 inch/sec PPV)[2]		Conventional Buildings (Threshold of 0.2 inch/sec PPV)[3]	
	Distance (feet)	Vibration Levels (inch/sec PPV)[1]	Distance (feet)	Vibration Levels (inch/sec PPV)[1]
Pile Driving (Impact)	180	0.0786	100	0.1898
Vibratory Roller	50	0.0742	27	0.1871
Hoe Ram	27	0.0793	15	0.1915
Cassion Drilling	27	0.0793	15	0.1915
Large Bulldozer	27	0.0793	15	0.1915
Loaded Trucks	25	0.0760	14	0.1814
Jackhammer	15	0.0753	8	0.1933
Small Bulldozer	3	0.0722	2	0.1326

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Notes: ADT = Average Daily Trips

1. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
   PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
   D = the distance from the equipment to the receiver
2. The California Department of Transportation's *Transportation and Construction Vibration Guidance Manual*, dated 2020, identifies 0.08 inch/sec PPV as the threshold for extremely fragile historic buildings, ruins, and ancient monuments.
3. The Federal Transit Administration's *Transit Noise and Vibration Impact Assessment Manual*, dated September 2018, identifies 0.2 inch/sec PPV as the threshold for conventional buildings such as non-engineered timber and masonry buildings. Additional building types inclusive of this threshold include engineered concrete and masonry (no plaster) buildings and reinforced concrete, steel, or timber (no plaster) buildings.

Similar to noise, groundborne vibration would attenuate with distance. The groundborne vibration generated during construction activities would primarily impact buildings and vibration-sensitive land uses located adjacent to or near the construction activity. The impact of groundborne vibration at adjacent buildings would depend upon several variables, including the activity generating the vibrations, the distance between the source and the existing building, and the type of soil composition. Table 3.11-9 identifies the minimum buffer distances required for each equipment type to reduce vibration levels to below the 0.08 inch/sec PPV threshold for historic buildings and 0.2 inch/sec PPV threshold for conventional buildings. For example, pile drivers would operate approximately 100 feet from the nearest conventional building to remain below FTA's 0.2 inch/sec PPV threshold for both architectural damage and human annoyance and approximately 180 feet from historic buildings to remain below the Caltrans' 0.08 inch/sec PPV threshold. As previously stated, specific project-level construction details are not yet available. Therefore, it is not currently feasible to quantify construction-related vibration impacts at individual buildings for each development project.

It should be noted that the values provided in Table 3.11-9 are provided for screening and informational purposes only, as no specific project, construction activity, or sensitive receptor locations have been identified at this program-level stage. Accordingly, future individual projects would be required to evaluate construction-related vibration impacts on a project-specific basis once construction details and receptor locations are known. Construction vibration impacts are dependent upon the specific locations, site plans, and construction details of each new future development. Given the programmatic level of the proposed Cabazon Community Plan,

construction-related vibration impacts that may occur from future new development are speculative and cannot be accurately determined at this stage of the planning process.

Notwithstanding, all future development projects within Cabazon Community Plan area would be required to comply with Mitigation Measures **NOI-3**, **NOI-4**, and **NOI-5** to further reduce construction-related vibration impacts. Mitigation Measures **NOI-3** and **NOI-4** require preparation of a Construction Vibration Mitigation Plan (CVMP) for projects which require operation of vibration-generating construction equipment within the buffer distances specified in Table 3.11-9. In addition, Mitigation Measure **NOI-5** prohibits pile driving operations, where feasible, to minimize groundborne vibration levels.

However, even with implementation of Mitigation Measures **NOI-3** through **NOI-5**, some future development projects could involve construction activities in close proximity to buildings and vibration-sensitive receptors and may still result in vibration levels that exceed applicable thresholds. Because additional mitigation measures cannot be identified at this program-level stage, and future development could result in exceedances despite implementation of Mitigation Measures **NOI-3** through **NOI-5**, construction-related vibration impacts would be considered significant and unavoidable.

Operational

The proposed Cabazon Community Plan would involve the development of residential, commercial, industrial, and public facility land uses. Operation of these land uses would generate heavy-duty truck trips associated with operational activities such as deliveries, service vehicles, refuse collection, and goods movement. Heavy-duty trucks can generate groundborne vibration, which varies considerably depending on vehicle type, weight, pavement conditions and the intervening soil type. However, groundborne vibration levels generated from rubber-tired vehicles are not typically perceptible outside of the road right-of-way.[6]

Stationary equipment associated with industrial uses, such as heavy machinery, may generate groundborne vibration. At the programmatic level, specific industrial uses and associated vibration-generating equipment are not yet defined. However, because off-site buildings (historic, residential, commercial, etc.,) may be located in proximity to planned industrial uses, future operations could result in vibration levels that exceed the Caltrans' threshold of 0.08 inch/sec PPV for historic buildings and the FTA's threshold of 0.2 inch/sec PPV for conventional buildings.

However, consistent with General Plan Policies N 16.1 and N 16.3, future development would be required to ensure that groundborne vibration levels do not exceed applicable thresholds through site-specific analysis and implementation of feasible mitigation measures. Where proposed industrial uses have the potential to generate substantial vibration, the County would require preparation of a vibration assessment to evaluate potential impacts and identify appropriate controls consistent with Mitigation Measure **NOI-6**. With compliance with applicable General Plan Policies and Mitigation Measure **NOI-6**, operational groundborne vibration impacts would be less than significant.

[6] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Cabazon Infrastructure Plan

Construction

As previously stated, construction related to CIP improvements, repairs, and rehabilitation of existing or future domestic water supply and distribution infrastructure would generally include trenching, backfilling, and resurfacing activities. In-situ pipeline repairs and interior lining would not require excavation. The majority of such construction activities would occur within public ROW or along existing roadways. Typical construction equipment for water infrastructure would include backhoes, skid steer loaders, and dump trucks for excavation activities; small excavators, dump trucks, and small paving equipment for pipe lining activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

Table 3.11-9 identifies the minimum buffer distances required for each equipment type to reduce vibration levels to below the 0.08 inch/sec PPV threshold for historic buildings and 0.2 inch/sec PPV threshold for conventional buildings. For example, pile drivers would operate approximately 100 feet from the nearest building to remain below the FTA's 0.2 inch/sec PPV threshold for both conventional buildings and human annoyance and approximately 180 feet from historic buildings to remain below the Caltrans' 0.08 inch/sec PPV threshold. As previously stated, specific project-level construction details are not yet available, it is not currently feasible to quantify construction-related vibration impacts at individual sensitive receptor buildings during each phase.

It should be noted that these values are provided for screening and informational purposes only, as no specific project, construction activity, or sensitive receptor locations have been identified at this program-level stage. Accordingly, future individual projects would be required to evaluate construction-related vibration impacts on a project-specific basis once construction details and receptor locations are known. Construction vibration impacts are dependent upon the specific locations, site plans, and construction details of each new future development. Given the programmatic level of the proposed CIP, construction-related vibration impacts that may occur from future new development are speculative and cannot be accurately determined at this stage of the planning process.

Notwithstanding, all future development projects within CIP would be required to comply with Mitigation Measure **NOI-3**, **NOI-4**, and **NOI-5** to further reduce construction-related vibration impacts. Mitigation Measures **NOI-3** and **NOI-4** require preparation of a CVMP prior to issuance of a grading permit when high vibration-generating equipment would operate within the specified setback distances for historic buildings (0.08 inch/sec PPV threshold) and conventional buildings (0.2 inch/sec PPV threshold), respectively. In addition, Mitigation Measure **NOI-5** requires impact pile driving shall be avoided, where feasible, to minimize vibration levels, and that alternative methods, such as drilled piles, be used where site conditions allow.

However, even with implementation of Mitigation Measures **NOI-3** through **NOI-5**, some future development associated with CIP could involve construction activities in close proximity to buildings and vibration-sensitive receptors and may still result in vibration levels that exceed applicable thresholds. Because additional mitigation measures cannot be identified at this program-level stage, and future development could result in exceedances despite implementation

of Mitigation Measures **NOI-3** through **NOI-5**, construction-related vibration impacts would be considered significant and unavoidable.

Operational

Implementation of the proposed CIP would not involve land uses that include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Occasional heavy duty truck trips may be required for deliveries or maintenance. However, groundborne vibration levels generated from heavy-duty trucks are not typically perceptible outside of the road right-of-way.[7] As such, it can be reasonably inferred that operations associated with infrastructure projects proposed under the CIP would not create perceptible vibration impacts at the nearest buildings or sensitive receptors. Therefore, vibration impacts related to building damage and human annoyance during CIP operations would be less than significant.

Conclusion

Implementation of the Cabazon Community Plan would result in significant and unavoidable construction vibration impacts with implementation of Mitigation Measures **NOI-3**, **NOI-4**, and **NOI-5** primarily due to the scale and duration of future development activities. Operational vibration impacts associated with the Cabazon Community Plan would be less than significant with implementation of Mitigation Measure **NOI-6**.

Construction activities associated with future CIP projects would result in significant and unavoidable vibration impacts even with implementation of Mitigation Measures **NOI-3**, **NOI-4**, and **NOI-5**. In contrast, operational vibration impacts associated with CIP projects would be less than significant.

Mitigation Measures:

NOI-3 For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), the individual property owner/developer shall be required to submit a Construction Vibration Mitigation Plan (CVMP) prior to issuance of a grading permit for projects involving construction equipment with the potential to generate high vibration levels, including, but not limited to, pile drivers, vibratory rollers, large bulldozers, and loaded trucks. The CVMP shall be required when vibration-generating construction equipment operates within the buffer distance from a historic building, as identified in the table below.

Construction Equipment	Historic Buildings (Threshold of 0.08 inch/sec)	
	Distance (feet)	Vibration Levels (inch/sec PPV)
Pile Driving (Impact)	180	0.0786
Vibratory Roller	50	0.0742
Hoe Ram	27	0.0793

[7] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Cassion Drilling	27	0.0793
Large Bulldozer	27	0.0793
Loaded Trucks	25	0.0760
Jackhammer	15	0.0753
Small Bulldozer	3	0.0722

The CVMP shall identify potential project-specific construction vibration impacts and specify appropriate vibration control measures to be implemented to reduce such impacts to less than Caltrans' 0.08 inch/sec PPV threshold for a historic building. Required vibration control measures shall be incorporated into the project's construction plans and contract specifications. The CVMP shall be subject to review and approval by the County of Riverside Planning Department prior to issuance of a grading permit.

NOI-4 For projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), the individual property owner/developer shall be required to submit a Construction Vibration Mitigation Plan (CVMP) prior to issuance of a grading permit for projects involving construction equipment with the potential to generate high vibration levels, including, but not limited to, pile drivers, vibratory rollers, large bulldozers, and loaded trucks. The CVMP shall be required when vibration-generating construction equipment operates within the buffer distance from a conventional building, as identified in the table below. A conventional building is defined as non-engineered timber and masonry buildings; engineered concrete and masonry (no plaster) buildings; and reinforced concrete, steel, or timber (no plaster) buildings.

Construction Equipment	Conventional Buildings (Threshold of 0.2 inch/sec PPV)	
	Distance (feet)	Vibration Levels (inch/sec PPV)
Pile Driving (Impact)	100	0.1898
Vibratory Roller	27	0.1871
Hoe Ram	15	0.1915
Cassion Drilling	15	0.1915
Large Bulldozer	15	0.1915
Loaded Trucks	14	0.1814
Jackhammer	8	0.1933
Small Bulldozer	2	0.1326

The CVMP shall identify potential project-specific construction vibration impacts and specify appropriate vibration control measures to be implemented to reduce such impacts to less than the FTA's 0.2 inch/sec PPV threshold. Required vibration control measures shall be incorporated into the project's construction plans and contract specifications. The CVMP shall be subject to review and approval by the County of Riverside Planning Department prior to issuance of a grading permit.

NOI-5 Impact pile drivers shall be avoided to eliminate excessive vibration levels when feasible. Drilled piles or similar methods are alternatives that shall be utilized where geological conditions permit their use. In the event that drilled piles are not feasible, the project applicant shall prepare and submit to the County of Riverside Planning

Department, prior to the issuance of grading permits, a geotechnical report providing substantial evidence that impact piles are required.

NOI-6 For projects that are subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), prior to issuance of any grading permit, the County of Riverside Planning Department shall review industrial development projects and verify whether any proposed uses are capable of generating substantive vibration. In the event such a use would occur, a Vibration Assessment shall be prepared, to the satisfaction of the County of Riverside Planning Department, which demonstrates stationary operational industrial equipment would not exceed the FTA's vibration threshold of 0.2 inch/sec PPV at offsite conventional buildings or Caltrans' vibration threshold of 0.08 inch/sec PPV at historic buildings.

Level of Significance: Significant and unavoidable impact.

Public Airport or Private Airstrip

Impact 3.11-3	**The project would not be located in the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels. Impacts would be less than significant.**

The nearest public use airport to the project site is Banning Municipal Airport, which lies approximately 0.9-mile west of the Cabazon Community Plan and CIP area. Based on the Banning Municipal Airport Compatibility Map, the proposed Cabazon Community Plan and CIP area are located outside of the 55 dBA CNEL noise contours of the Banning Airport noise contours.[8] Additionally, the project site is not in the vicinity of a private airstrip. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.11-4	**The project would result in a significant cumulative noise impact. Impacts would be cumulatively considerable.**

When determining whether the overall noise (and vibration) impacts from cumulative projects would be cumulatively significant and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases. Therefore, only those cumulative projects that

[8] Riverside County, *Riverside County Airport Land Use Compatibility Plan – Banning Municipal Airport*, https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Banning.pdf, accessed April 2, 2026.

are in the direct vicinity of the Cabazon Community Plan area would have the potential to be considered in a cumulative context with the proposed project's incremental contribution.

When determining whether the overall noise and vibration impacts from cumulative projects would be cumulatively significant and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases.

Construction

Based on historical development patterns and reasonable assumptions regarding future growth, it is anticipated that development would occur incrementally, with only a limited number of parcels developed at the maximum allowable density or intensity at any given time. Further, it is speculative to determine at this time where or when new developments or redevelopment would occur within the project area. Thus, it is possible that the Cabazon Community Plan area could experience multiple concurrent construction projects in proximity to each other resulting in cumulative noise impacts. Short-term construction noise is a localized activity and would affect only land uses that are adjacent to, or in the immediate vicinity of, a specific project site. Each construction project would have to comply with the Noise Ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. However, due to the project site's location and the proximity of construction activities to sensitive uses and potential longevity of construction activities, project-related construction noise impacts would remain significant. Thus, the potential cumulative impacts of short-term construction noise are cumulatively considerable even with implementation of Mitigation Measures **NOI-1** and **NOI-2**.

Operation

Stationary noise generated by anticipated land uses under the proposed Cabazon Community Plan would primarily be associated with commercial and industrial uses, as residential uses are not substantial contributors to stationary noise. Development is expected to occur incrementally, and stationary noise sources would be distributed throughout the plan area rather than concentrated. In addition, compliance with applicable General Plan Noise Element policies and County noise standards would ensure that individual sources are evaluated, controlled, and mitigated as necessary. As a result, stationary noise sources would not combine in a manner that would substantially increase ambient noise levels. Therefore, impacts would be cumulatively less than significant.

Traffic noise contributes to cumulative impacts when a project, combined with other past, present, and reasonably foreseeable development, results in an overall increase in ambient noise levels beyond existing conditions. Unlike stationary noise sources, traffic noise is continuous, widespread, and directly linked to regional growth. Incremental increases in traffic from individual projects may not be noticeable on their own but can collectively cause a substantial and permanent change in the noise environment. Buildout of the Cabazon Community Plan and associated CIP projects would substantially increase vehicle trips and traffic volumes on local and regional roadways. As multiple projects are implemented over time, traffic volumes would incrementally increase, leading to sustained increases in roadway noise levels. Because traffic

noise effects are logarithmic, repeated increases in traffic volumes can cumulatively result in perceptible noise increases even when individual projects generate relatively small increments. The combined traffic from multiple land uses, roadway improvements, and regional growth would elevate ambient noise levels throughout the project area. These cumulative effects are intensified by the currently undeveloped nature of the area and relatively low existing traffic volumes. In such settings, increases in traffic noise are more noticeable than in already urbanized areas with higher background noise levels. These changes would occur on an area-wide basis and affect multiple sensitive receptors simultaneously. Because cumulative traffic noise is driven by long-term regional development and is not attributable to a single project, it is difficult to mitigate and may result in cumulatively considerable long-term noise impacts**.**

Short-term and Long-term Vibration

Implementation of the Cabazon Community Plan and associated CIP could result in cumulative construction-related vibration impacts due to the potential for overlapping construction activities occurring throughout the planning area over time. Construction vibration is typically generated by heavy equipment operations such as grading, excavation, compaction, and pile driving, and vibration levels are highly dependent on equipment type, construction methods, and proximity to vibration-sensitive receptors. While development is expected to occur incrementally based on historical development patterns and reasonable assumptions regarding future growth, cumulative construction vibration impacts could occur where multiple projects are constructed in proximity to existing or future vibration-sensitive receptors. Even with implementation of Mitigation Measures **NOI-3**, **NOI-4**, **NOI-5,** and **NOI-6** which require project-specific vibration analyses, restrictions near sensitive structures, and monitoring, it is possible that some future construction activities could result in vibration levels exceeding applicable significance thresholds. Because project-specific construction details are not available at this program level and additional mitigation measures cannot be identified or guaranteed to fully reduce vibration impacts, cumulative construction-related vibration impacts would be cumulatively considerable.

Operational vibration impacts are not anticipated to accumulate over time under implementation of the Cabazon Community Plan or the CIP. Typical residential, commercial, and public facility uses implemented under the Cabazon Community Plan, as well as CIP infrastructure projects, would not generate substantial sources of vibration during operations. Operational activities under the Community Plan and CIP would consist primarily of normal building use and infrastructure operations, which do not involve equipment or processes known to generate perceptible groundborne vibration. However, industrial uses implemented under the Cabazon Community Plan have the potential to generate substantial vibration during operations. Therefore, the County would require preparation of a vibration assessment to evaluate potential impacts and identify appropriate controls consistent with Mitigation Measure **NOI-5**. Therefore, with the implementation of Mitigation Measure **NOI-5**, cumulative operational vibration impacts would be cumulatively less than significant.

Mitigation Measures: Mitigation Measures **NOI-1** through **NOI-6**.

Level of Significance: Cumulatively considerable impact.

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3.12. Population and Housing

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to population and housing.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (2015)
- U.S. Census Bureau
- California Department of Finance Table E-5, Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark (May 2025)
- Southern California Association of Governments Demographics and Growth Forecast (April 2024)
- State of California Employment Development Department Labor Market Information Division, Monthly Labor Force Data for Cities and Census Designated Places (December 2025)

3.12.1. Environmental Setting

Population

Riverside County

Table 3.12-1, *Population Estimates and Projections*, presents the County's past, current, and forecast population. The California Department of Finance reports that the County's population totaled 2,418,185 persons in 2020 and 2,495,640 persons in 2025, representing a population increase of approximately 3.2 percent for this time period. The County's population is forecast to grow to approximately 2,992,000 persons by 2050, or an additional 496,360 persons (approximately 19.9 percent) from existing 2025 conditions.

Unincorporated Riverside County

The California Department of Finance reports that the unincorporated County's population totaled 391,584 persons in 2020 and 417,901 persons in 2025, representing an increase of approximately 6.7 percent for this time period. The Southern California Association of Governments (SCAG) anticipates unincorporated County's population to grow to approximately 450,600 persons by 2050, or an additional 32,699 persons (approximately 7.8 percent) from existing 2025 conditions.

TABLE 3.12-1 POPULATION ESTIMATES AND PROJECTIONS

Year/Description	Riverside County	Unincorporated Riverside County
2020[1]	2,418,185	391,584
2025[1]	2,495,640	417,901
2020 - 2025 Change	*+77,455*	*+26,317*
2020 - 2025 % Change	*+3.2%*	*+6.7%*
2050 SCAG Forecast[2]	2,992,000	450,600
2025 – 2050 Change	*+496,360*	*+32,699*
2025– 2050 % Change	*+19.9%*	*+7.8%*

Notes:
1. California Department of Finance, *Table E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark*, May 2025.
2. Southern California Association of Governments, *Demographics and Growth Forecast*, adopted April 4, 2024.

Project Area

At the time of the 2020 Census, the project area had a population of 2,629 persons.[1]

Southern California Association of Governments (SCAG) Population, Households, and Employment Projections

SCAG's regional forecast population, households, and employment projections for 2019 and 2050 for Riverside County and unincorporated Riverside County are shown in Table 3.12-2, *SCAG Population, Housing, and Employment Projections*. Population, households, and employment are anticipated to grow within Riverside County and unincorporated Riverside County over the next three decades. Specifically, SCAG anticipates unincorporated Riverside County's population, housing, and employment to increase by 63,700 people, 42,400 units, and 61,700 jobs between 2019 and 2050.

TABLE 3.12-2 SCAG POPULATION, HOUSING, AND EMPLOYMENT PROJECTIONS

		2019	2050	Change (2019-2050)	Percent Change (2019-2050)
Riverside County	Population (persons)	2,386,000	2,992,000	606,000	25.4
	Households (units)	744,000	1,062,000	318,000	42.7
	Employment (jobs)	847,000	1,185,000	338,000	39.9
Unincorporated Riverside County	Population (persons)	386,900	450,600	63,700	16.5
	Households (units)	119,000	161,400	42,400	35.6
	Employment (jobs)	87,100	148,800	61,700	70.8

Source: Southern California Association of Governments, *Demographics and Growth Forecast*, adopted April 4, 2024.

[1]U.S. Census Bureau, Decennial Census P1 Race, https://data.census.gov/table/DECENNIALPL2020.P1?q=Cabazon+CDP,+California, accessed February 23, 2026.

Housing

Riverside County

Table 3.12-2 presents the County's past and forecast housing stock. The number of households in the County are projected to increase 42.7 percent between 2019 and 2050. For clarification purposes, a household is considered to be all those persons (related or unrelated), who occupy a single housing unit while a dwelling unit is considered to be a room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Unincorporated Riverside County

For the unincorporated Riverside County, the number of households is projected to increase 35.6 percent between 2019 and 2050.

Project Area

According to the U.S. Census Bureau, the project area's housing stock was approximately 917 units in 2020.[2]

Employment

Jobs/Housing Balance

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. A ratio of 1.0 or greater generally indicates that a community/jurisdiction provides adequate employment opportunities, potentially allowing its residents to work within the area. To achieve a jobs/housing balance, controls are required concerning the location, intensity, and nature of jobs and housing. Evaluation of existing and future jobs/housing balance considers employment potential (existing and projected), housing demand, new housing production, and available transportation systems (particularly alternative transportation).

Riverside County

As of December 2025, the County's civilian labor force is an estimated 1,211,200 persons, of which approximately 5.2 percent are unemployed; see Table 3.12-3, *Labor Force and Employment Estimates*.

[2] U.S. Census Bureau, *Decennial Census DEC Demographic and Housing Characteristics Table H1*, https://data.census.gov/table/DECENNIALDHC2020.H1?q=Cabazon+CDP,+California&t=Housing+Units, accessed February 23, 2026.

TABLE 3.12-3 LABOR FORCE AND EMPLOYMENT ESTIMATES

Year/Description	Riverside County			Cabazon Census Designated Place		
	Labor Force	Unemployed Number	Unemployed Rate	Labor Force	Unemployed Number	Unemployed Rate
2025 Existing Conditions[1]	1,211,200	63,100	5.2	1,200	100	4.4

Notes:
1. State of California, Employment Development Department Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP)* December 2025.

Assuming 1,211,200 jobs (2025) and 893,304 dwelling units (DUs) (2025),[3] the County's current jobs/housing ratio is approximately 1.4, indicating the County has sufficient employment opportunities for its residents to potentially work within the County. The 2024 American Community Survey 1-Year Estimates reports the average travel time to work in Riverside County is 35.4 minutes.[4] This commute time along with the County' jobs/housing ratio (1.4) indicates the County is largely comprised of bedroom communities, whose residents work at regional employment centers inside and potentially outside of the County.

3.12.2. Regulatory Framework

Federal

No Federal laws, ordinances, or regulations pertaining to population and housing apply to the project.

State

Southern California Association of Governments

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On April 4, 2024, SCAG adopted the Connect SoCal, otherwise known as the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

California Housing Element Law

The Housing Element is one of the seven General Plan Elements that are mandated by the State of California (California Government Code [CGC] §§ 65580 to 65589.8). California State law requires that the Housing Element consists of, "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial

[3] California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark*, May 2025.

[4] U.S. Census Bureau, *American Community Survey, ACS 1-Year Estimates Subject Tables, Commuting Characteristics by Sex, Table S0801*, https://data.census.gov/table/ACSST1Y2024.S0801?q=S0801, accessed February 5, 2026.

resources, and scheduled programs for the preservation, improvement, and development of housing" (CGC § 65580).

State law requires that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Regional Housing Needs Assessment (RHNA)

The Regional Housing Needs Assessment (RHNA) is a State-mandated process, which determines the amount of future housing growth each city and county must plan for. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of its resident population, as well as the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that need to be added to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. The RHNA assessment process is performed periodically as part of the Housing Element and General Plan updates at the local level and begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need of regional councils of governments (COGs) throughout the State. As the region's designated COG, SCAG is the agency responsible for developing an allocation methodology to allocate the region's assigned share of statewide need to cities and counties by income level.

The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of area median income [AMI]), low (50 to 80 percent of AMI), moderate (80 to 120 percent of AMI), and above moderate (more than 120 percent of AMI). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. The 6th RHNA Cycle covers the planning period from October 2021 to October 2029. The County's RHNA allocation for the 6th Cycle is shown in Table 3.12-4, *Riverside County RNHA Allocation*. The County is required to ensure that sufficient sites that are planned and zoned for housing available to accommodate its need and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs.

TABLE 3.12-4 RIVERSIDE COUNTY RHNA ALLOCATION

Income Category	Target (Units)	Percent
Extremely Low/Very Low	41,995	25%
Low	26,473	16%
Moderate	29,167	17%
Above Moderate	69,716	42%
Total	**167,351**	**100%**

Source: Southern California Association of Governments, *SCAG 6th Cycle Final RHNA Allocation Plan*, July 11, 2021.

Local

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to Population and Housing:

LU 1.12 Pursuant to State law, each land use designation that provides for residential development (other than caretakers' dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

LU 3.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

a) Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.
b) Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.
c) Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
d) Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
e) Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
f) In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
g) Provide the opportunity to link communities through access to multi-modal transportation systems.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services.

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

Housing Element

The following policies and actions contained in the County of Riverside General Plan Housing Element are applicable to the project in regard to Population and Housing:

Policies

H 1.1 Maintain an adequate supply of appropriately zoned land to accommodate housing needs of existing and future residents.

H 1.2 Encourage innovative housing development that promotes and facilitates development of new affordable housing.

H 1.3 Continue efforts to streamline and improve the development review process to eliminate any unnecessary delays in the development of housing.

H 1.4 Strive to remove barriers to new housing production, including advancing adaptive policies, regulations, and procedures.

H 1.5 Encourage the development of higher-density, multifamily housing in locations where adequate infrastructure and public services are planned or are available.

Action H-27: Improve Low Resource Areas Access to Opportunities

The County shall improve low-resource areas to increase access to opportunity for lower-income households through implementation of a series of actions including the following:

- Prepare community plans for areas in need of focused investment, such as areas identified as racially and ethnically concentrated areas of poverty (R/ECAPs) or disadvantaged unincorporated communities starting with Cabazon and Thermal in 2023. Thermal Community Plan (and any future community plans) will emphasize public infrastructure and community planning, including parks, open space, environmental hazards, active transportation, community development, placemaking, among other topics. This process will include extensive grass-roots outreach and engagement to involve community members in developing and implementing the community plan (with some engagement events to be held during evening hours). Infrastructure plans will study existing infrastructure and create a plan for the development of infrastructure that supports long term growth and well-being of the community.
- Prepare community plans of needed focused investment including prioritizing RECAPs, beginning with Thermal/Oasis in 2023/2024 and Cabazon in 2023/2024 initiating additional community plans within every couple of years. Some of the additional areas the County is considering for future community plans include: Mecca and North Shore. The community plans will emphasize a variety of community development activities, such as

infrastructure (water, sewer, and other investments) parks, open space, environmental hazards, active transportation, community development, placemaking, among other topics. County will consider a mid-term evaluation of the progress and effectiveness of community plans once every two years. Every two years progress and effectiveness will be presented to the Housing Element Working Groups for further input. Adjustments will be made, as appropriate, within one year. This process will also include extensive grass-roots outreach and engagement to involve community members in developing and implementing the community plan as well as community meetings (with some to be held during evening hours).

Circulation Element

The following policies contained in the County General Plan Circulation Element are applicable to the project in regard to Population and Housing:

C 1.1 Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1.

C 1.5 Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs.

Riverside County Ordinances

The following Riverside County Ordinance is relevant to the project:

Ordinance No. 659, *Establishing Development Impact Fees*: This ordinance establishes and sets forth policies, regulations, and fees relating to the funding and installation of the facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this ordinance. The ordinance also establishes authorized uses of the fees collected.

3.12.3. Significance Thresholds and Methodology

Significance Thresholds

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this Program Environmental Impact Report, the project would be considered to have a significant impact on population and housing if it would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.12.4. Project Impacts and Mitigation

Induce Unplanned Population Growth

Impact 3.12-1	**The project could induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Impacts would be less than significant.**

A project could induce substantial unplanned population growth in an area, either directly (for example, by proposing new residential and employment-generating land uses), or indirectly (for example, through extension of roads or other infrastructure). The project proposes land use and policy changes that would facilitate development within the project area through the Cabazon Community Plan. Further, implementation of the proposed Cabazon Infrastructure Plan (CIP) would indirectly affect population growth by improving or expanding public infrastructure that supports development. Overall, the project anticipates development of an additional 22,888 new housing units and an additional 49,420,323 square feet of non-residential uses over the next 30 years. The CIP would support buildout of the Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area. Therefore, the project would induce population growth in the County directly through development of residential uses and could also increase population growth indirectly through more employment-generating land uses.

The proposed project includes a Community Plan and CIP that promote cohesive and compatible development and planned growth. It does not approve or entitle any specific development. While the physical construction of homes and/or businesses are not proposed as a component of the proposed project, the proposed land use designations would allow for future construction of new residential and non-residential development as well as the extension of existing infrastructure within the planning area. Based on the County's travel demand forecasting model, Riverside County Transportation Model, the project could result in a population of 62,405 residents and 46,350 employees; refer to Section 3.14, *Transportation*. Future housing and job-generating non-residential development would be subject to discretionary permits and would be assessed on a case-by-case basis for potential effects concerning population growth. Additionally, future housing and non-residential development would be subject to compliance with all Federal, State, and local requirements for minimizing growth-related impacts. Local requirements include those stated in Riverside County Ordinance No. 659, requiring future developments to be subject to development impact fees to mitigate future development impacts on transportation, fire, parks, and public use facilities. Additionally, as discussed in Section 2.0, *Project Description*, the County's goals in proposing the project include but aren't limited to: 1) provide greater housing variety; 2) promote higher density housing to achieve the 6th Cycle Housing Element Update RHNA housing goals and 3) promote better job/housing balance. As previously discussed in Section 2.0, the project would facilitate an additional 22,888 dwelling units above existing conditions and the proposed land use designation amendments would facilitate higher density residential projects, including mixed use developments; thereby aiding in achieving a greater variety and increased density in the housing stock for the area. The addition of the 22,888 dwelling units would also fulfill approximately 56.3 percent of the County's required 6th Cycle RHNA allocation of 40,647 dwelling units. Further, project implementation would implement Program H-27 from the County's 6th Cycle

Housing Element. Program H-27 is intended to improve low-resource areas access to opportunity by preparing community plans and infrastructure plans for areas in need of focused investment. As the proposed project is identified in the County's 6th Cycle Housing Element, the project would not result in substantial unplanned population growth. Lastly, as indicated in Table 3.12-3, the Riverside County labor force for 2025 is 1,211,200 while the unemployment rate for the County is 5.2 percent (5.2%). Assuming 1,211,200 jobs (2025) and 893,304 DUs (2025), the County's current jobs/housing ratio is approximately 1.4, indicating the County has sufficient employment opportunities for its residents to potentially work within the County and thereby, promoting a better jobs/housing balance. The Community Plan envisions a development pattern that balances the natural and built environment while supporting long-term economic vitality. As discussed, the Community Plan includes both substantial housing (22,888 units) and employment capacity (46,350 jobs); therefore, the project would improve—not strain—the local jobs housing relationship. Growth is directed in a manner that incorporates sustainable design practices across building and infrastructure systems and enhances overall quality of life. This framework advances a balanced jobs-to-housing relationship, accommodates a diverse mix of housing types and incomes, and positions Cabazon to meet both current needs and future aspirations.

The forecast population growth associated with the project would occur incrementally over the next 30 years, allowing for development of necessary services and infrastructure identified within the CIP commensurate with the proposed growth. Since SCAG's 2024–2050 projections already anticipate a gain of 63,700 people and 42,400 households in unincorporated Riverside County, the project's growth would fall within planned regional growth totals and would not represent unanticipated or unsupportable increase in population. Future development projects would be subject to the regulatory framework indicated above including the application of General Plan policies LU 5.1, LU 5.2, C 1.1 and C 1.5 which would ensure that future growth does not exceed the capacity of the necessary infrastructure and circulation systems in the project area. Further, the Community Plan includes Policy INF-1.1, which would facilitate the planning, design, and implementation of domestic water, wastewater, stormwater drainage, energy infrastructure, and telecommunications facilities necessary to serve existing and future development within the Cabazon Community Plan. Project impacts concerning substantial direct or indirect unplanned population growth in the County would be less than significant in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Displace Existing People or Housing

Impact 3.12-2	**The project could displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.**

The project identifies a Community Plan to guide change, promote quality development, and implement the community's vision for the area. The CIP would support buildout of the Community Plan by identifying needs and suggesting alternatives for the availability and expansion of infrastructure in the Cabazon Community Plan area. Future development within the project area could result in the elimination of existing buildings, including homes; however, this potential

already exists with the adopted General Plan as all properties are designated for some form of future development or conservation. The project intends to allow for future development of a greater variety and density residential uses, in combination with non-residential and mixed-use development within the project area. Further, the project could accommodate up to 22,888 new housing units over the next 30 years. This would offset any housing that may potentially be eliminated. As the project would not directly remove any existing housing or displace a substantial number of existing people or housing, there would be no need to construct replacement housing. Impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.12-3	**The project could have the potential to result in a significant cumulative impact related to population and housing. Impacts would be less than cumulatively considerable.**

As discussed above, the project would facilitate up to 22,888 additional dwelling units and an additional 49,420,323 square feet of non-residential uses within the project area beyond existing conditions. As with the proposed project, cumulative development would be reviewed by the County and required to show consistency with adopted State and County plans and policies to minimize the effect of potential population and housing growth on the environment. The project's increase in population would occur incrementally over the next 30 years and the County would also continue to monitor the extent of residential and non-residential development and monitor employment growth and housing production in order to enhance the jobs-housing balance in the County. Overall, the project would not result in cumulatively considerable impacts in this regard, and impacts would be less than cumulatively considerable.

Mitigation Measures: None required.

Level of Significance: Less than cumulatively considerable.

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3.13. Public Services and Recreation

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to public services and recreation.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan (2015)
- Riverside County Fire Department website and correspondence
- Riverside County Sheriff's Office website
- Banning Unified School District website
- Riverside County Office of Economic Development website
- Riverside County Library System website

3.13.1. Existing Setting

Fire Protection and Emergency Services

Fire protection in the project area is provided by the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). The County contracts with CAL FIRE to provide fire protection and rescue services in the unincorporated areas of the County. RCFD and CAL FIRE participate in a Cooperate Fire Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource. RCFD, in partnership with CAL FIRE, serves residents of unincorporated areas of the County as well as 21 partner cities. RCFD provides fire protection, emergency medical services, and disaster preparedness and response. The department operates 95 fire stations in six divisions consisting of 15 line battalions, providing fire suppression, emergency medical, technical rescue, fire prevention, and related services.[1] CAL FIRE has a legal responsibility to provide fire protection on all State Responsibility Area (SRA) lands, which are defined based on land ownership, population density, and property use. Portions of the project area are identified as SRA lands, primarily along the project area's southern and western perimeters.

There is one RCFD fire station in the project area: Riverside County Fire Department Station 24, located at 50382 Irene Street.

According to correspondence with the RCFD, response travel time standards are 4 minutes for initial response and 8 minutes for aerial apparatus.[2]

[1] Riverside County Fire Department, *Riverside County Fire Stations*, https://www.rvcfire.org/resources/fire-stations, accessed May 1, 2026.

[2] Written Correspondence: Michelle Starkey, Riverside County Fire Department Deputy Fire Marshal, Fire Planning Comments, dated June 5, 2026.

Law Enforcement

Law enforcement in the project area is provided by Riverside County Sheriff's Department (RCSD). RCSD provides law enforcement services to unincorporated areas and contract cities, manages five correctional facilities, conducts coroner and public administrator duties, as well as provides court services. There is one RCSD station in the project area located at 50290 Main Street.

Schools

The project area is served by the Banning Unified School District (BUSD). BUSD serves approximately 4,316 students at 10 school facilities. The facilities include one transitional kindergarten school, four elementary schools (K-5), one middle school (6-8), one high school (9-12), one alternative high school (10-12), one independent study school (K-12), and one adult education school. There is one school located within the project area: Cabazon Elementary School located at 50575 Carmen Avenue. Additional schools serving Cabazon residents are located nearby in the city of Banning, including Nicolet Middle School, Central Elementary School, and Banning High School, providing a full range of public education from kindergarten through high school.

Parks

There is one park in the project area, the Cabazon Community Park, located at 50390 Carmen Avenue. The Cabazon Community Park features the following amenities: skate park, basketball court, BBQ, picnic area, baseball field, covered areas, tot lot, and walking trail.[3] The Cabazon Community Park is maintained by the Riverside County Office of Economic Development Community Service Area (CSA) division. The Riverside County CSA division maintains 19 County owned parks, three water treatment facilities and over 13 million square feet of landscaping.

Trails

The Riverside County General Plan Trails and Bikeway System includes regional trails, along with the California Riding and Hiking Trail in the Cabazon Community Plan area. A regional trail traverses the northeast area of the City of Banning in a northwest/southeast direction, continuing southeast towards Esperanza Avenue and further south before turning eastward then northwest in the vicinity of the Main Street interchange.

Exhibit 4.3 of the Cabazon Community Plan shows the regional trail network including the California Riding and Hiking Trail from the southwest corner of the area easterly to Elm Street, which it parallels before turning easterly to continue along the railroad tracks. A Combination Trail (Regional Trail / Class I Bike Path) also parallels the railroad tracks. The Combination Trail (Regional Trail / Class I Bike Path) and California Riding and Hiking Trail are aligned east-west generally parallel to the I-10 Freeway and Union Pacific Railroad tracks. Near the Haugen-

[3] Riverside County Office of Economic Development, Cabazon Community Park, https://rivcoed.org/cabazon-community-park, accessed May 1, 2026.

Lehmann Way interchange, the Pacific Crest Trail passes through the area and utilizes a drainage undercrossing of the I-10 freeway.

Library Services

Library services within the Community Plan area are provided by the Cabazon Library, a branch of the Riverside County Library System (RCLS). The Cabazon Library is located adjacent to Cabazon Elementary School at 50425 Carmen Avenue and serves as an important educational and community resource, offering access to books, digital media, educational programming, and public gathering space for residents of all ages.

Other Community Services

The James A. Venable Community Center is located at 50390 Carmen Avenue and serves as a central hub for community activities and public services in Cabazon. The facility provides space for recreational programs, community meetings, events, and social services that support residents of all ages. In addition to indoor gathering and program space, the Community Center functions as an important venue for civic engagement, cultural activities, and neighborhood-based programming.

3.13.2. Regulatory Framework

Federal

No Federal laws, ordinances, or regulations pertaining to public services apply to the project.

State

California Fire Code

The 2025 California Fire Code (CCR Title 24 Part 9) sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to building, and handling and storage of hazardous materials.

California Code of Regulations Title 24, Parts 2 and 9 – Fire Codes

California Code of Regulations (CCR) Part 2 of Title 24 refers to the California Building Code (CBC), which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code and it was updated again in 2025 to align with the 2024 International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, CBC Chapter 7A, Materials and Construction Methods for Exterior Wildfire Exposure, addresses fire safety standards for new construction located in any Fire Hazard Severity Zone within SRAs or Wildland Interface Fire Area.

Public Resources Code §§ 4290-4299

This portion of the Public Resources Code requires minimum statewide fire safety standards pertaining to the following: road standards for fire equipment access; standards for signs identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. With certain exceptions, all new construction in potential wildland fire areas is required to meet the statewide standards. State requirements, however, do not supersede more restrictive local regulations. See Section 3.16, *Wildfire*, for maps, discussion, and analysis of hazardous fire areas within the project area.

CAL FIRE Riverside Unit 2025 Strategic Fire Plan

The CAL FIRE Riverside Unit uses the 2025 Strategic Fire Plan to identify and prioritize pre-fire and post-fire management strategies and tactics meant to reduce the loss of values at risk within the Riverside Unit. The Strategic Fire Plan guides how the CAL FIRE Riverside Unity protects people, homes, natural resources, and the environment.

Public Resources Code § 4102-4127 - State Responsibility Areas

Public Resources Code § 4102 specifies that "'State responsibility areas' means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to § 4125, to be primarily the responsibility of the State." These areas may contain State or privately owned forest, watershed, and rangeland. Public Resources Code §§ 4126-4127 further specify the standards that define what does and does not constitute an SRA.

California Code of Regulations Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.).

California Government Code §§ 51178-51179 – Very High Fire Hazard Severity Zones

California Government Code (CGC) § 51178 specifies that CAL FIRE's Director, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs "shall be based on fuel loading, slope, fire weather and other relevant factors," including areas subject to Santa Ana winds which are a "major cause of wildfire spread." California Government Code § 51179 states that a local agency (such as a county) must also designate (and map) the VHFHSZs in its jurisdiction by ordinance; see Ordinance No. 787 Section below, regarding Riverside County's VHFHSZs. Other CGC portions outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State to its VHFHSZ areas. CAL FIRE released

updated Fire Hazard Severity Zone maps in 2024–2025, and local agencies are now required to incorporate these updated Very High Fire Hazard Severity Zone designations into their ordinances pursuant to Government Code §§ 51178–51179.

California Government Code § 51182

Defensible Space: California Government Code § 51182 outlines the standards for maintaining a "defensible space" around properties in areas designated as a very high fire hazard severity zone; see Section 3.16.2, *Regulatory Framework*.

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added CGC §§ 66000 et seq. Under this statute, payment of impact fees by developers serves as California Environmental Quality Act (CEQA) mitigation to satisfy the impact of development on school facilities.

Senate Bill 50

Senate Bill (SB) 50 (1998), which is funded by Proposition 1A, limits the power of cities and counties to require mitigation of developers as a condition of approving new development and provides instead for a standardized fee. Senate Bill 50 generally provides for a 50/50 State and local school facilities match. Senate Bill 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

California Government Code §§ 65995-65998 sets forth provisions to implement SB 50. Specifically, in accordance with § 65995(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization…on the provision of adequate school facilities." The applicable school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

Pursuant to CGC § 65995(i), "A state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in § 56021 or 56073 on the basis of a person's refusal to provide school facilities mitigation that exceeds the amounts authorized pursuant to this section or pursuant to § 65995.5 or 65995.7, as applicable."

California Education Code § 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within

the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.

Quimby Act

Since the passage of the 1975 Quimby Act (California Government Code Section 66477), cities and counties have been authorized to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. The goal of the Quimby Act was to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties.

The Mello-Roos Community Facilities Act

The Mello-Roos Community Facilities Act (Government Code Section 53311 et seq.) is a tax-based financing method available to cities, counties, and special districts. It authorizes local governments to establish community facilities districts within which they may levy special taxes and issue bonds to finance open space acquisition, maintenance, and other programs. Approval of the special tax and any related bond issue requires approval by two-thirds of the district electorate.

Local

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use are applicable to the project in regard to public services:

LU 5.1	Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.
LU 5.2	Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.
LU 10.1	Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

Safety Element

The following policies contained in the County of Riverside General Plan Safety Element are applicable to the project in regard to public services:

S 4.1	All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

a) All proposed development and construction shall meet minimum State, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.

b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and State requirements.

d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.).

g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

S 4.5 Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.

S 4.8 Locate new critical public facilities outside of High or Very High Fire Hazard Severity Zones or other areas facing elevated risk of wildfire events. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events.

S 4.9 Site all new public facilities in areas outside of identified fire hazard severity zones and wildland-urban interface or fire threat areas, as feasible.

S 4.12 Identify existing public and private roadways in fire hazard areas not in compliance with contemporary fire-safe standards, including road standards, vegetation clearance, and other requirements of Sections 1273 and 1274 of the California Code of Regulations to the extent resources are available. Work at retrofitting County-owned roadways as needed to meet current standards and require private property owners to do the same, to the extent feasible and given the absence of other site constraints.

S 4.15 Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

S 4.16 Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.

S 4.17 Consider developing a program to use existing reservoirs, tanks, and water wells in the County for emergency fire suppression water sources.

S 4.18 When updating the Safety Element, the Multi-Jurisdictional Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan. Ensure that fire response agreements and firefighting resources are able to meet current and future needs, including increased demand from new development and changing fire regimes. Ensure that:

- Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described in these plans.
- Fire flow requirements (e.g., water for fire protection) are consistent with Riverside County Ordinance 787, including requirements for

fire hydrant size and outlets, sprinklers, and other water supply needs.

- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for future development types.
- County firefighting agencies have access to water supplies that are regular, reliable, and sufficient to meet long-term needs, including accounting for changes in water supply availability.

S 4.22 Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.

S 4.24 Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to recreational facilities:

OS 20.1 Preserve and maintain open space that protects County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

OS 20.3 Discourage the absorption of dedicated parklands by non-recreational uses, public or private. Where absorption is unavoidable, replace parklands that are absorbed by other uses with similar or improved facilities and programs.

OS 20.4 Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.

OS 20.5 Require that development of recreation facilities occurs concurrent with other development in an area.

OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

Pass Area Plan

The following policies contained in the County of Riverside Pass Area Plan are applicable to the project in regard to public services and recreational facilities:

PAP 11.1 Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

PAP 18.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies are relevant to public services and recreational facilities:

Ordinance No. 460, *Regulating the Division of Land:* This ordinance establishes the key provisions addressing the division of land in Riverside County. Among other things, in RCC Section 16.20.020, *Parks and recreation fees and dedication*, it specifies that: "Whenever land that is proposed to be divided for residential use lies within the boundaries of a public agency designated to receive dedications and fees pursuant to this section, a fee and/or the dedication of land shall be required as a condition of approval of the division of land." It further specifies that dedication of 3.0 acres of parkland per 1,000 population, or payment of a fee in-lieu of such dedication, is necessary for the "public interest, convenience, health, welfare and safety." The fee and/or land dedications or improvements can only be used to provide neighborhood and community parks that would serve the proposed development.

Ordinance No. 328, *Rules and Regulations for the Government of County or District Owned or Operated Parks and Open Space Areas:* This ordinance prescribes rules and regulations for parks and open space areas within Riverside County for the purpose of maintaining the integrity and effective use of such areas for recreational purposes. The ordinance also regulates the following: those uses allowed in parks/open space areas, the circulation of vehicles throughout the recreational areas and the maintenance and protection of landscaped areas.

Ordinance No. 659, *Development Impact Fees*: This ordinance requires that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire protection facilities, sheriff facilities, and school facilities. The ordinance ensures that there is a reasonable relationship between the use of the fees and the type of development projects on which the fees are imposed.

Ordinance No. 695, *Abatement of Hazardous Vegetation*: Each spring, the California Department of Forestry (CDF) and RCFD distribute hazard abatement notices. These notices, which currently go to about 30,000 Riverside County residents, require property owners to reduce the fuels around their property. Requirements for hazard reduction around improved parcels (those with structures) are set forth in Riverside County Ordinance No. 787 (and PRC § 4291). A minimum 30-foot clearance is required around all structures, which can be extended to 100 feet in areas where severe fire hazards exist. On unimproved parcels, as set forth in Riverside County Ordinance No. 695, the property owner is required to disc or mow 100 feet along the property's perimeter. The County also requires a development within a high fire hazard area to design and implement fuel modification programs for the interface between developed and natural areas within and adjacent to the proposed project area.

Ordinance No. 787, *Adoption of 2025 Fire Code and 2025 California Wildland Urban Interface Code*: This ordinance adopts a variety of State codes, such as the Uniform Fire Code (UFC), established by the International Fire Code Institute, for implementation and enforcement at the

County level. This ordinance also addresses implementation of the California Building Code, based on the International Conference of Building Officials. Both major codes prescribe performance characteristics and materials to be used to achieve acceptable fire protection levels. Further, this ordinance adopts the 2025 California Wildland-Urban Interface Code, which establishes building construction, defensible space, fire access, and water supply standards intended to reduce wildfire risk and fire spread in areas where development occurs adjacent to wildland vegetation.

Community Service Area

County Service Areas are intended to provide a means of providing expanded service levels in areas where residents are willing to pay for the extra service. In Riverside County, the Riverside County Office of Economic Development oversees the operation of 60 CSAs. The Division maintains 19 County owned parks, three water treatment facilities, and over 13 million square feet of landscaping. Each CSA is authorized to provide services based on each community's needs. The CSA collects special taxes and assessments to provide services to specific County areas. CSA jurisdiction covers the entire unincorporated Riverside County and provides municipal services such as parks and recreation (as well as streetlights, landscaping, street sweeping, water and sewage, and road maintenance). CSA 85 – Cabazon is located within the project area and provides street lighting as well as parks and recreation services.

3.13.3. Significance Thresholds and Methodology

Significance Thresholds

Public Services

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to public services if it would:

1. Result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for any of the public services:

    a. Fire protection

    b. Police protection

    c. Schools

    d. Parks

    e. Other public facilities

Recreation

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to recreation if it would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.13.4. Project Impacts and Mitigation

Fire Protection

Impact 3.13-1a	**The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of fire protection. Impacts would be less than significant.**

Fire protection in the project area is provided by the RCFD and CAL FIRE. There is one RCFD fire station in the project area: Station 24, located at 50382 Irene Street.

The project proposes a Community Plan and corresponding CIP that would facilitate future residential and nonresidential development within the project area. Corresponding population growth would incrementally increase the demand for RCFD and CAL FIRE fire protection services to residential and nonresidential uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over the next 30 years; thus, any increase in demand for RCFD and CAL FIRE services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

Construction of future development accommodated by the Community Plan and CIP could generate temporary increases in demand for fire protection and emergency response services related to construction activity, equipment use, or temporary site hazards; however, these effects would be short-term, typical of construction projects, and would not require the provision of new or expanded fire protection facilities.

Depending on the future development's location and opening year, future development could impact fire protection services response times to the project area, which could warrant construction of new fire protection facilities. Therefore, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered fire protection facility. The actual need for a new fire station or alteration to an existing station would be verified and dependent upon RCFD and CAL FIRE's response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new fire station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Project-level review would also confirm that response travel time standards (4 minutes for initial response and 8 minutes for aerial apparatus) can be maintained or identify the need for new or expanded facilities. In addition, future

development would be reviewed for building heights (e.g., structures ≥30 feet) and potential high-hazard uses to ensure appropriate fire protection resources and access are provided.

To reduce impacts to fire protection services, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new residential and nonresidential development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire protection facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, commercial, industrial, surface mining and winery development. Payment of these fees would assist in the funding and construction of new RCFD and CAL FIRE fire protection facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable.

Future development facilitated by the project would also be required to adhere to 2025 California Fire Code and Ordinance No. 787, *Adoption of 2025 Fire Code*, which minimizes the demand upon fire stations, personnel, and equipment. Future development would also be required to adhere to Policy S.4.1 (Fire Hazard Severity Zone development requirements), Policy S 4.5 (Future development to be located where fire and emergency services are available) and Policy S 4.15 (Implement long-range fire safety planning). The Cabazon Community Plan also includes policies to minimize impacts to fire protection services:

INF-3.1 Fire Protection Services. Support continued coordination with the Riverside County Fire Department and CAL FIRE to maintain adequate fire protection, emergency medical response, and wildfire suppression services for the Cabazon community as development occurs.

INF-3.2 Emergency Access and Fire Safety Infrastructure. Require new development to comply with applicable fire code requirements related to emergency access, water supply, defensible space, and other fire protection measures necessary to ensure adequate emergency response capability.

INF- 3.3 Fire Department Review. The Riverside County Fire Department will evaluate proposed development within the Community Plan area for compliance with applicable codes and regulations related to construction features, fire protection systems, emergency access, and defensible space. Projects with unique hazards may require enhanced fire-resistive construction, fire protection systems, site access design, or expanded defensible space consistent with prescriptive or performance-based code pathways. Future development within the Community Plan area in any Fire Hazard Severity Zone located within the State Responsibility Area or applicable zones within the Local Responsibility Area will be required to provide defensible space, including strategic fuel modification, parcel siting, building setbacks, and protection of Undeveloped Ridgelines and fuel breaks, which may include greenbelts, greenways, open spaces and parks.

The County, RCFD, and CAL FIRE would review future development through the County's entitlement review process to ensure compliance with relevant fire protection standards. These standards include providing minimum fire department access, fire flow requirements, and building construction standards. Fire flow requirements are based upon building size and building construction type. The latest fire regulations require all buildings to be equipped with a fire sprinkler system, including residential uses. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Sheriff Protection

Impact 3.13-1b	**The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of sheriff protection. Impacts would be less than significant.**

The RCSD provides sheriff protection services and law enforcement to the County. There is one RCSD facility in the project area, located at 50290 Main Street.

The project proposes a Community Plan and CIP that would facilitate future residential and nonresidential development within the project area. Corresponding population growth would incrementally increase the demand for RCSD sheriff protection services to residential and nonresidential uses within the project area. It should be noted that feasible future development under the proposed project is assumed to occur over the next 30 years; thus, any increase in demand for RCSD services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

Construction of future development accommodated by the Community Plan and CIP could generate temporary increases in service calls related to construction activity, traffic control, or site security; however, these effects would be short-term and typical of construction projects and would not require the provision of new or expanded sheriff facilities.

Depending on the future development's location and opening year, future development could impact sheriff protection services response times to the project area, which could warrant construction of new sheriff protection facilities. Therefore, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered sheriff protection facility. The actual need for a new sheriff station or alteration to an existing station would be verified and dependent upon RCSD's response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new sheriff station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

To reduce impacts to sheriff protection services, future development would be subject to compliance with Policy LU 10.1 and Ordinance No. 659, *Development Impact Fees*, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new sheriff facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, commercial, industrial, surface mining and winery development. The fees would serve for the construction and acquisition of public facilities. The RCSD's ability to support the needs of future growth is dependent upon their financial ability to hire additional deputies. In addition, a growing population would require the RCSD to secure sites for and construct new detention facilities on a timely basis. Payment of these fees would assist in the funding and construction of new sheriff facilities and would minimize the project's operational impacts to sheriff protection services to the greatest extent practicable.

The Cabazon Community Plan also includes the following policy to minimize impacts to sheriff protection services:

INF-3.4 Law Enforcement Services. Coordinate with the Riverside County Sheriff's Department to ensure that law enforcement services, facilities, and patrol coverage continue to meet the needs of Cabazon residents, businesses, and visitors as the community grows.

The County and RCSD would review future development through the County's entitlement review process to ensure compliance with relevant sheriff protection standards in addition to General Plan Policy LU 10.1, Ordinance No. 659, and Cabazon Community Plan Policy INF-3.4. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Schools

Impact 3.13-1c	**The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of schools. Impacts would be less than significant.**

The project area is served by the BUSD. There is one school located within the project area: Cabazon Elementary School located at 50575 Carmen Avenue. Additional schools serving Cabazon residents are located nearby in the city of Banning, including Nicolet Middle School, Central Elementary School, and Banning High School.

The project proposes a Community Plan and corresponding CIP that would facilitate future residential and nonresidential development within the project area. Project implementation would allow for high density residential land uses and corresponding population growth, which would incrementally generate students that would increase the demand for school facilities within the BUSD. It should be noted that feasible future development under the proposed project is assumed

to occur over the next 30 years; thus, any increase in demand for school services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

Future residential development and resulting population growth could necessitate the construction of a new or physically altered school facility. However, the actual need for a new school facility or alteration to an existing facility would be verified and dependent upon the BUSD's capacities at the time the entitlement application is submitted to the County. Construction and operation of a new school would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Given it is unknown if and when a school would be constructed, and since construction and operation would be subject to review under CEQA, the project would not result in an adverse physical effect on the environment concerning a future or altered school.

It is the County's policy to monitor public services in coordination with appliable school districts to ensure that growth does not exceed acceptable levels of service (Policy LU-5.2). Any future housing development facilitated by the project would be subject to compliance with SB 50 requirements, which allow school districts to collect impact fees from developers of new residential projects to offset the cost of new development. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual development projects occurring under the proposed project would be required to pay the required SB 50 statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate the impact of project-generated students.

The Cabazon Community Plan also includes the following policy to minimize impacts to school services:

INF-3.5 Educational Facilities Coordination. Coordinate with the Banning Unified School District to plan for adequate school capacity and facilities to serve existing and future residents of the Cabazon Community Plan area.

The County and BUSD would review future development through the County's entitlement review process to ensure compliance with relevant school service standards in addition to General Plan Policy LU-5.2, SB 50, and Cabazon Community Plan Policy INF-3.5. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Parks

Impact 3.13-1d **The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios,**

response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of parks. Impacts would be less than significant.

As mentioned above, the primary park and recreation facility in the project area is the Cabazon Community Park, which serves as a central gathering place for the community. The park includes a skate park, softball field, and basketball courts, along with open space areas that support both active recreation and informal use.

The project proposes a Community Plan and corresponding CIP that would facilitate future residential and nonresidential development within the project area. Project implementation would increase the project area's population, which could incrementally increase the use of existing park facilities such that physical deterioration could occur or be accelerated.

However, the Cabazon Community Plan proposes additional parks and enhanced connections to accommodate buildout associated with the proposed project, including a large community park along the San Gorgonio River south of Esperanza Avenue, a series of neighborhood parks distributed throughout the community, and expanded parkways that provide recreational walking routes and connections between neighborhoods; refer to Chapter 5.3, *Parks and Recreation Facilities*, of the Cabazon Community Plan. The Cabazon Community Plan also includes the following policies to minimize impacts to parks:

INF-4.1 Neighborhood and Community Parks. Expand neighborhood and community parks that provide recreational opportunities for residents of all ages.

INF-4.3 Trail and Pathway Network. Develop a network of trails and pathways connecting neighborhoods, parks, open spaces, and community facilities.

INF-4.4 Shade and Cooling Amenities. Encourage the incorporation of shade structures, tree canopy, splash-pads, air-conditioned indoor spaces, and other cooling amenities in parks, schools, community centers, and other public gathering spaces, and support the use of these facilities as cooling centers during extreme heat events. Priority should be given to locations that are easily accessible to residents with limited transportation options and to neighborhoods with limited access to cooling resources.

INF-4.6 Parkland Dedication and In-Lieu Fees. Require new residential subdivision projects to provide park and recreational facilities in accordance with Section 10.35 of Riverside County Ordinance No. 460. Such projects shall dedicate land for parks or pay in-lieu fees, or a combination thereof, as a condition of approval of a tentative map or parcel map to ensure adequate park and recreation facilities are available to serve future residents.

Further, Ordinance No. 328 would maintain the integrity and quality of existing parkland while General Plan Policy OS 20.3 would require that parklands absorbed by other uses by replaced by improved facilities or programs. Additionally, future residential development facilitated by the

project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use.

The Riverside County Office of Economic Development CSA division would review future development through the County's entitlement review process to ensure compliance with relevant parkland standards in addition to General Plan Policy OS 20.3, Ordinance No. 328 and 460, and applicable Cabazon Community Plan policies. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Other Facilities

Impact 3.13-1e	**The project could result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of other public facilities. Impacts would be less than significant.**

There is one library within the project area, the Cabazon Public Library, located at 50425 Carmen Avenue. Project implementation would increase the project area's residential uses resulting in population growth, which would incrementally increase the demand for library services within the RCLS. It should be noted that feasible future development under the proposed project is assumed to occur over the next 30 years; thus, any increase in demand for library services would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

To reduce impacts to library services, future development would be subject to compliance with General Plan Policy LU 10.1 and Ordinance No. 659, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new or expanded library facilities. As a result, impacts to library services would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Deterioration of Existing Recreational Facilities

Impact 3.13-2	**The project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial**

physical deterioration of the facility would occur or be accelerated. Impacts would be less than significant.

Refer to Impact 3.13-1d for a discussion regarding the project's impacts related to park services. There is one recreational facility in the project area, the James A. Venable Community Center, located at 50390 Carmen Avenue. The facility provides space for recreational programs, community meetings, events, and social services that support residents of all ages.

Project implementation would increase the project area's residential uses resulting in population growth, which would incrementally increase the demand for recreational facilities. It should be noted that feasible future development under the proposed project is assumed to occur over the next 30 years; thus, any increase in demand for recreational facilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

It is the County's policy that development does not exceed the ability to adequately provide supporting infrastructure and services, such as recreational facilities (Policy LU 5.1). To that end, the Cabazon Community Plan encourages the development or additional recreational facilities to accommodate buildout associated with the proposed through the following proposed policies:

INF-4.2 Indoor Recreation Facilities. Encourage development of indoor recreation facilities such as community pools, sports facilities, and multipurpose recreation centers.

INF-4.5 Floodplain Recreation Opportunities. Encourage compatible recreational and open space uses within floodplain areas where appropriate.

Additionally, future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Compliance with Ordinance No. 460 would be addressed on a project-by-project basis for individual projects within the project area. The County's General Fund provides an additional source of funding for the maintenance and construction of new parks and recreation facilities, including property taxes collected from residents. As such, following compliance with the established regulatory framework as well as Cabazon Community Plan proposed Policies INF-4.2 and INF-4.5, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of existing neighborhood or regional parks would occur. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Add or Expand Recreational Facilities

Impact 3.13-3	**The project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts would be less than significant.**

As mentioned above, future residential development and resulting population growth could necessitate the construction of a new or physically altered recreational facilities. However, the actual need for a new recreational facility or alteration to an existing facility would be verified and dependent upon the facilities capacities at the time the entitlement application is submitted to the County. Construction and operation of a new recreational facility would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Given it is unknown if and when a recreational facility would be constructed, and since construction and operation would be subject to review under CEQA, the project would not result in an adverse physical effect on the environment concerning a future or altered recreational facility. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.13-4	**The project could result in a cumulatively considerable impact to public services or recreation. Impacts would be less than cumulatively considerable.**

As discussed above, the project will facilitate population growth in the project area. Depending on the future development's location and opening year, future cumulative development could impact fire and sheriff protection services response times to the project area, or increase demands on school and library services, which could warrant construction of new facilities. To eliminate this impact, future cumulative development would be subject to compliance with Ordinance No. 659 and General Plan Policy LU 10.1, which require that new development pay Development Impact Fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire facilities. The County requires payment of developer mitigation fees prior to Building and Safety Department final inspection for any residential dwelling, commercial, industrial, surface mining and winery development. The fees would serve for the construction and acquisition of public facilities. Payment of these fees would assist in the funding and construction of new public facilities and would minimize the project's operational impacts to public to the greatest extent practicable.

As concluded above, future development associated with the proposed project is not anticipated to involve significant impacts to public services following conformance with the applicable laws, ordinances, and regulations in place for fire protection, sheriff protection, school services, and library services, as well as proposed Cabazon Community Plan policies. Further, as buildout of the proposed is anticipated to gradually occur the next 30 years, public services within the project area would effectively plan for increases in population and demands for services as site-specific

development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to public services.

Further, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of existing neighborhood or regional parks would occur. The proposed Community Plan proposes parks and recreational facilities to meet the needs of the community as it grows over its 30-year buildout. Further, future residential development facilitated by the project that involves the subdivision of land would be subject to compliance with Ordinance No. 460, which includes requirements for providing open space and the dedication of land or payment of in lieu fees for park or recreation purposes, whenever land that is proposed to be divided for residential use. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: None required.

Level of Significance: Less than cumulatively considerable.

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3.14. Transportation

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to transportation.

This section is based on technical data and analysis from the following:

- *Cabazon Infrastructure Plan and Cabazon Community Plan – Vehicle Miles Traveled Analysis* (VMT Analysis), prepared by Michael Baker International (refer to Appendix G);
- County of Riverside General Plan (General Plan); and
- The Pass Area Plan (Area Plan) (2016).

3.14.1. Environmental Setting

Existing Regional Transportation Facilities

On a regional basis, the project area is accessible by Interstate 10 (I-10), which bisects the project area in an east-west direction and provides interchanges to the project area at Malki Road, Morongo Trail, at Main Street; refer to Figure 2-2, *Local Vicinity*.

Existing Roadway Right-of-Way

Multiple streets within the Cabazon Community Plan Area are identified in the existing County of Riverside General Circulation Element, with associated right-of-way (ROW) dimensions.

- Major Highways (118' ROW): Apache Trail (north of Bonita Avenue), Bonita Avenue, Broadway Street, Elm Street (north of Bonita Avenue), and the portion of Seminole Drive fronting Desert Hills Premium Outlets
- Secondary Highways (100' ROW): Seminole Drive, Main Street, Almond Street (north of Bonita Avenue) and Magnolia Street (between Bonita Avenue and Esperanza Avenue)
- Collector (74' ROW): Esperanza Avenue, Apache Trail (south of Bonita Avenue), and Elm Street (south of Bonita Avenue)

The existing General Plan Circulation Element identifies two existing interchanges and two new interchanges within the I-10 freeway stretch that crosses through the Cabazon Community Plan Area. The two existing interchanges are Apache Trail/Morongo Trail at the west end and at Main Street at the east end. The two new interchanges would be in the general location of Millard Pass Road and Orange Street to the north and south of I-10 Freeway, and at Elm Street.

While these roadways are identified in the General Plan, the existing condition of roadway improvements and ROW acquisition varies throughout the project area. The street network currently proposed by the General Plan Circulation Element is depicted on Figure 2-9, *Proposed Road Circulation*.

Existing Rail Lines

The project area is bisected by the Union Pacific rail line, which runs parallel to I-10.

Existing Transit Service

Sunline Transit provides transit service via the 10 Commuter Link bus service on weekdays. Although the 10 Commuter Link does not stop in the Cabazon area, stops are located to the west (2nd & Commerce in Beaumont) and to the east (Cal State University San Bernardino Palm Desert Campus). Connections are available at each stop to other areas.

Banning Transit provides fixed-route service in the Banning area. Route 1 connects between Casino Morongo and Elm Street to Walmart and San Gorgonio Hospital near Highland Springs Avenue. Route 1 also provides service to the nearby Cabazon Community Plan area via Broadway, Bonita Avenue, and other locations.

Transit service is reviewed and updated by Sunline Transit and Banning Transit periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Existing Bicycle and Pedestrian Facilities

Figure 3.14-1, *Existing and Proposed Bicycle and Pedestrian Facilities*, shows the existing and proposed bikeways and pedestrian trails for the Community Plan area. As depicted on Figure 3.14-1, the project boundary supports:

- An existing Class 1 Bike Path/Regional Trail generally aligned east-west parallel to the I-10 Freeway and Union Pacific rail lines and north-south along Elm Street before it continues west;
- The existing California Riding and Hiking Trail generally aligned east-west parallel to the I-10 Freeway and Union Pacific rail lines; and
- Various existing Urban and Suburban Regional Trails dispersed throughout the project area.

3.14.2. Regulatory Framework

Federal

Federal rules and regulations affect the County's traffic and circulation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The County complies with all applicable rules and regulations of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies, as appropriate. In addition, the County coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

State

Senate Bill 743

SB 743 was signed into law September 2013 and includes several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (e.g., transit-oriented development, or TOD). Most notably with regard to transportation and traffic assessments, SB 743 changes the way that transportation impacts are analyzed under CEQA (see Public Resources Code Section 21099). SB 743 required the Governor's Office of Planning and Research to amend the CEQA Guidelines to exclude level of service (LOS) and auto delay when evaluating transportation impacts.

With implementation of SB 743, new criteria have been established to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. The Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (Guidelines) provided recommendations for updating the State's CEQA Guidelines in response to SB 743 and contained recommendations for a vehicle miles traveled (VMT) analysis methodology in an accompanying Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory).

The Guidelines, including the Technical Advisory, recommended use of automobile VMT per capita as the preferred CEQA transportation metric, along with the elimination of automobile delay/LOS for CEQA purposes Statewide. Public Resources Code Section 21099 and CEQA Guideline Section 15064.3 reflect this change. Under Section 21099, automobile delay, as measured by level of service or similar measures of traffic congestion or vehicular capacity, is not considered a significant effect on the environment.

Caltrans California Manual on Uniform Traffic Control Devices

The California Manual on Uniform Traffic Control Devices (CA MUTCD) is published by the California Department of Transportation (Caltrans) and establishes uniform standards and specifications for all official traffic control devices in accordance with Section 21400 of the California Vehicle Code.

Effective January 18, 2026, Caltrans issued the CA MUTCD 2026, which replaces the CA MUTCD 2014 Revision 9. The 2026 edition brings California into substantial conformance with the 2023 National MUTCD and incorporates updated policies, standards, and requirements for traffic signs, pavement markings, traffic signals, temporary traffic control, school areas, railroad and light rail grade crossings, and active transportation facilities.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the Federal and State governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in April

2024. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State greenhouse gas emissions reduction goals, such as Senate Bill (SB) 375.

SCAG's 2024-2050 RTP/SCS dedicates $7.3 billion through 2050 to implementing travel demand management (TDM) strategies across the region. TDM is a comprehensive approach to reducing driving and lowering VMT by expanding access to convenient, reliable alternatives such as public transit, carpooling, vanpooling, bicycling, walking, and telecommuting. SCAG's TDM program is organized around three core goals:

- Reduce single-occupant vehicle trips and per capita VMT by expanding ridesharing options—including carpooling and vanpooling—and improving first/last-mile connections to transit.
- Shift or eliminate peak-period vehicle trips by supporting telecommuting, flexible and alternative work schedules, and other strategies that reduce congestion during the busiest travel times.
- Increase the use of non–single-occupant vehicle modes such as transit, rail, bicycling, walking, and emerging micro-mobility options to provide travelers with safe, convenient, and appealing alternatives to driving alone.

Coachella Valley Association of Governments

The Transportation Uniform Mitigation Fee (TUMF) is a regional development impact fee program administered by the Coachella Valley Association of Governments (CVAG). The program is part of Riverside County's Measure A transportation funding framework and is authorized under California's Mitigation Fee Act (Gov. Code §§ 66000–66025). The purpose of the TUMF is to ensure that new development contributes its fair share toward the cost of transportation improvements needed to accommodate growth in the Coachella Valley.

TUMF revenues collected by CVAG are applied to priority projects identified in the Transportation Project Prioritization Study and the TUMF Nexus Report, which determine the necessary regional arterial improvements and associated costs. CVAG regularly updates the fee schedule based on construction cost changes and annual inflation adjustments tied to the Consumer Price Index for the Riverside–San Bernardino–Ontario metropolitan area.

The program funds improvements to the regional arterial system, including roadway widening, intersection upgrades, bridges, and other capacity-enhancing projects. Updated fee schedules, such as the 2025 and 2026 adjustments, reflect inflation and updated project cost estimates to maintain equitable cost distribution among new development.

Local

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California to prepare a Congestion Management Program (CMP). The Riverside County Transportation Commission was designated as the Congestion Management Agency in 1990. The CMP was prepared and adopted by the commission in 2011 in consultation with Riverside

County and cities in Riverside County, in an effort to align land use, transportation, and air quality management efforts and promote reasonable growth management programs that effectively use Statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

Through the use of traffic impact analysis reports and Comprehensive Transportation Plan model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements that are developed to accommodate future growth in population. If a CMP facility is found to fall below the LOS standard, either under existing conditions or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations. Annual monitoring activities provide a method of accountability for those local jurisdictions required to mitigate a network facility with a substandard LOS. While this interjurisdictional approach provides political and technical consistency for future development in the County, the CMP is only a mechanism to be used to guide efforts in a more efficient manner. It is not to be considered a replacement to the RTP.

Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled

Adopted in December 2020, the Riverside County Transportation Analysis Guidelines for LOS and VMT (Guidelines) purpose is to provide instructions for analyzing projects in compliance with: (1) the County's General Plan policies; and (2) transportation related VMT analysis as required under CEQA.

All projects, whether public or private, requiring a discretionary approval trigger the CEQA review process. The objective of this process, in part, is to identify significant environmental impacts, including those from transportation impacts. Under the State CEQA Guidelines, VMT is the principal measure for determining transportation impacts. Where necessary, projects will be required to prepare a VMT analysis to identify project impacts and mitigation measures.

Riverside County General Plan

The following policies contained in the County of Riverside General Plan Circulation Element are applicable to the project regarding transportation:

C 1.7	Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.
C 1.8	Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code §§ 65040.2 and 65302.
C 2.3	Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

C 2.4	The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.
C 2.5	The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
C 3.1	Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.
C 3.2	Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
C 3.5	Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.
C 3.6	Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
C 3.7	Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
C 3.8	Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.
C 3.9	Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.
C 3.10	Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require

developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

C 3.11 Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off-ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.

C 3.16 Dedicate necessary rights-of-way as part of the land division and land use review processes.

C 3.17 Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process.

C 3.18 Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.

C 3.21 Consider granting a reduction in improvement requirements for land divisions involving parcels greater than 20 acres in size and designated as agriculture on the General Plan Land Use map.

C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

C 3.26 Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.

C 3.31 Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.

C 3.33 Assure all-weather, paved access to all developing areas.

C 4.1	Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.
C 4.2	Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.
C 4.3	Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.
C 4.6	Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.
C 4.7	Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.
C 4.8	Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted.
C 5.3	Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.
C 6.2	Require all-weather access to all new development.
C 6.7	Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.
C 8.3	Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.
C 8.4	Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period consistent with State and Federal requirements.
C 11.2	Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community

centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.

C 11.4 Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station.

C 16.4 Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trailheads.

a) Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.

b) Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.

c) Provide buffers between streets and trails, and between adjacent residences and trails.

d) Make use of already available or already disturbed land where possible for trail alignments.

e) Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, State, and Federal jurisdictional areas.

C 17.2 Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways.

C 17.4 Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.

C 20.6 Control dust and mitigate other environmental impacts during all stages of roadway construction.

C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

Pass Area Plan

The following policies contained in the Pass Area Plan (PAP) are applicable to the project in regard to transportation:

PAP 10.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications section of the General Plan Circulation Element.

PAP 10.3 Consider the following regional and community wide transportation options when developing transportation improvements in the Pass:

a. Construct a new interchange on State Route 60 at Potrero Boulevard.

b. Support the development of regional transportation facilities and services (such as high occupancy vehicle lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ride-sharing for longer distance trips.

Riverside County Ordinances

The following Riverside County Ordinances address impacts related to transportation.

Ordinance No. 413, *Vehicle Parking*: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways.

Ordinance No. 452, *Speed Limits*: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads.

Ordinance No. 460, *Subdivision of Land*: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The ordinance also includes the provisions for the establishment of Road and Bridge Benefit Districts and associated fees.

Ordinance No. 461, *Road Improvement Standards and Specifications*: Ordinance No. 461 adopts Road Improvement Standards and Specifications.

Ordinance No. 499, *Encroachments in County Highways*: Ordinance No. 499, subject to the control of the Board of Supervisors, delegates to the Riverside County Transportation Director the administration of the use of county highways, including county roads, for excavations and encroachments; construction, operation and maintenance of utility facilities; planting, maintenance and removal of trees; and the issuance, modification, and revocation of permits for such uses.

Ordinance No. 659, *Development Impact Fees*: Ordinance No. 659 establishes and sets forth policies, regulations, and fees relating to the funding and installation of the facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects. A portion of the impact fee is required to be used for transportation signals as well as roads, bridges, and major improvements.

Ordinance No. 671, *Consolidated Fees for Land Use and Related Functions*: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. This is a deposit-based fee (DBF) program and provides for unused fees to be refunded to the applicant.

Ordinance No. 673, *Coachella Valley TUMF Program*: Ordinance No. 673 establishes the TUMF program for the Coachella Valley region of Riverside County. Under this ordinance, the County collects development impact fees that are administered by CVAG to fund regional transportation improvements identified in CVAG's Transportation Project Prioritization Study and TUMF Nexus Report.

TUMF revenues are intended solely for the engineering, construction, and right-of-way acquisition of regional transportation facilities needed to accommodate growth. These funds may not be used for operations or maintenance. Eligible facilities are designated by CVAG and updated periodically; they include regional arterials, roadway widenings, intersection improvements, bridges, and other capacity-enhancing projects that form part of the Coachella Valley's regional transportation network.

Ordinance No. 726, *Transportation Demand Management Requirements for New Development Projects*: Ordinance No. 726 establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning.

Ordinance No. 748, *Mitigation of Traffic Congestion Through Signalization*: Ordinance No. 748 establishes a fee program for the installation of traffic signals based on a priority list. The fee would also have a component for the installation of traffic signal interconnect, and a component for the application of intelligent transportation systems technologies.

Ordinance No. 787, *Ordinance of the County of Riverside Adopting the 2025 California Fire Code as Amended and the 2025 California Wildland-Urban Interface Code as Amended*: Ordinance 787 adopts by reference the 2025 California Fire Code, California Code of Regulations, Title 24, Part 9, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees. Pursuant to Ordinance No. 787, new construction is required to demonstrate compliance with emergency access design standards as part of new construction to provide sufficient access for emergency equipment.

3.14.3. Significance Thresholds and Methodology

Significance Thresholds

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to transportation if the project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4. Result in inadequate emergency access.

VMT Thresholds

VMT thresholds of significance for Riverside County are summarized in Table 3.14-1, *VMT Thresholds of Significance*. Since the project includes multiple land uses, the thresholds of significance are based on the residential and non-residential land uses identified in the table.

According to the County Guidelines, a project would result in a significant VMT impact if the following conditions occur:

1. The baseline project-generated VMT per capita or worker VMT per employee exceeds the County of Riverside baseline VMT per capita or worker VMT per employee.
2. The cumulative project-generated VMT per capita or worker VMT per employee exceeds the County of Riverside cumulative VMT per capita or worker VMT per employee.
3. For retail projects, there is a net increase in total VMT.

TABLE 3.14-1 VMT THRESHOLDS OF SIGNIFICANCE

Land Use	Metric	Baseline Year Model (2018)1	Future Year Model (2045)1	Average County of Riverside VMT Threshold2
Residential	Home Based VMT Per Capita	18.2	18.5	15.2
Non-residential	Home Based Work VMT Per Employee	31.8	28.4	14.2

1. VMT Threshold based on data extracted from the RIVCOM model.
2. Obtained from the County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, December 2020. Shown for informational purposes only.

Methodology

VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. VMT allows for an analysis of a project's impact throughout the jurisdiction rather than only in the vicinity of the proposed project, allowing for a better understanding of the full extent of a project's transportation-related impact. The project's VMT analysis was prepared based on Riverside County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (County Guidelines), adopted December 2020. The VMT Analysis is included in Appendix G and is summarized below.

Analysis Scenarios

The VMT analysis was completed using the County's travel demand forecasting model, Riverside County Transportation Model (RIVCOM). RIVCOM is a complex system that analyzes road networks, socio-economic data, driver behavior, and goods movement to predict where traffic flow

will occur as the population grows and changes. The County Guidelines identify RIVCOM as the appropriate tool for conducting VMT modeling for land use projects within the County of Riverside.

RIVCOM maintains a base year condition of 2018 which, for purposes of this analysis, is considered to be representative of existing conditions. The RIVCOM planning horizon year is 2045. The VMT analysis was conducted for existing (baseline) and future year scenarios and results were compared to existing conditions. The analysis includes the following scenarios:

- Baseline Year 2018 Plus Project: Based on 2018 RIVCOM conditions with the proposed project land uses; see Table 2-1, *Proposed General Plan Land Use Changes*.
- Future Year 2045 Plus Project: Based on 2045 RIVCOM conditions with the proposed project land uses.

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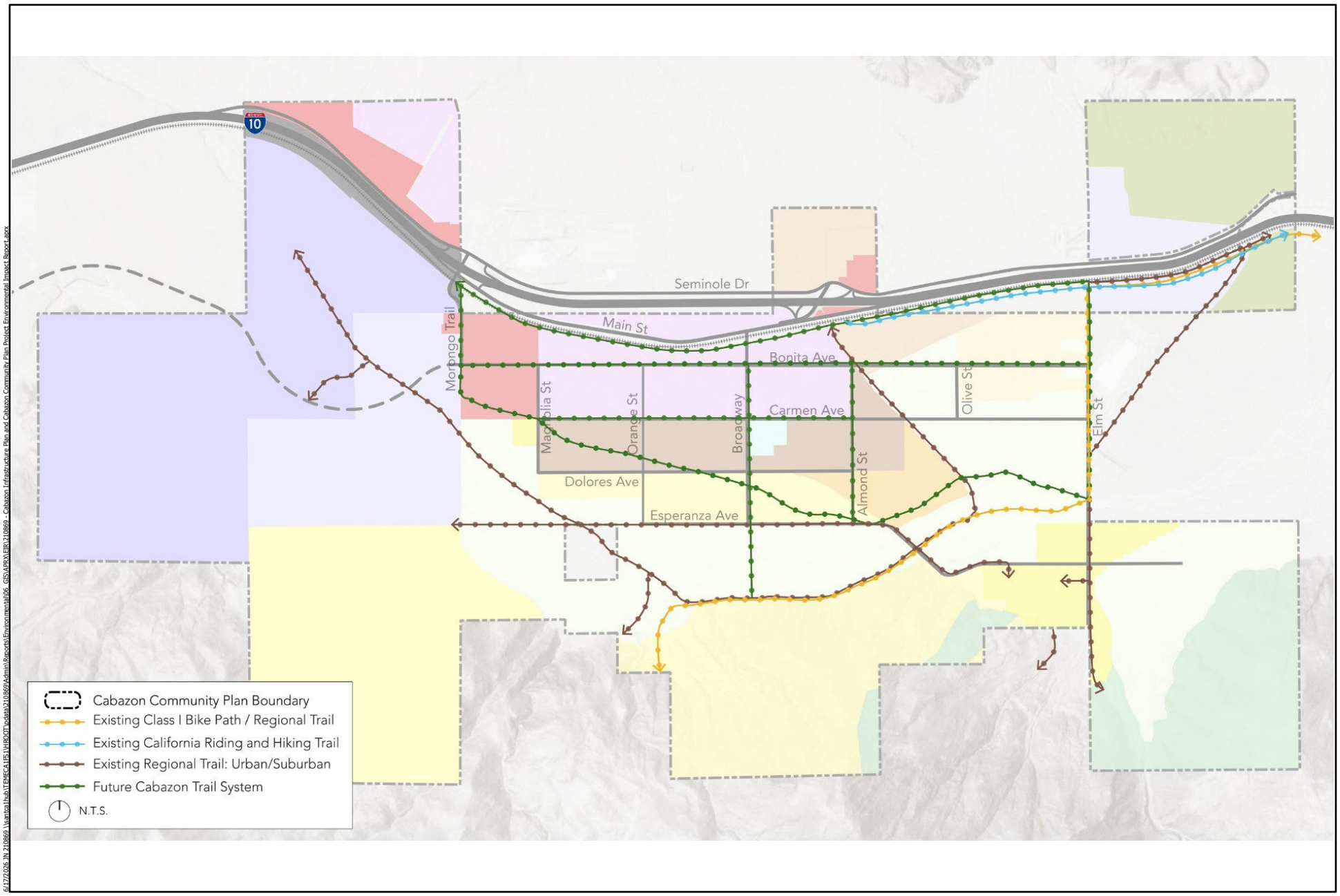

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CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Existing and Proposed Bicycle and Pedestrian Facilities

Source: Cabazon Community Plan, May 2026.

Figure 3.14-1

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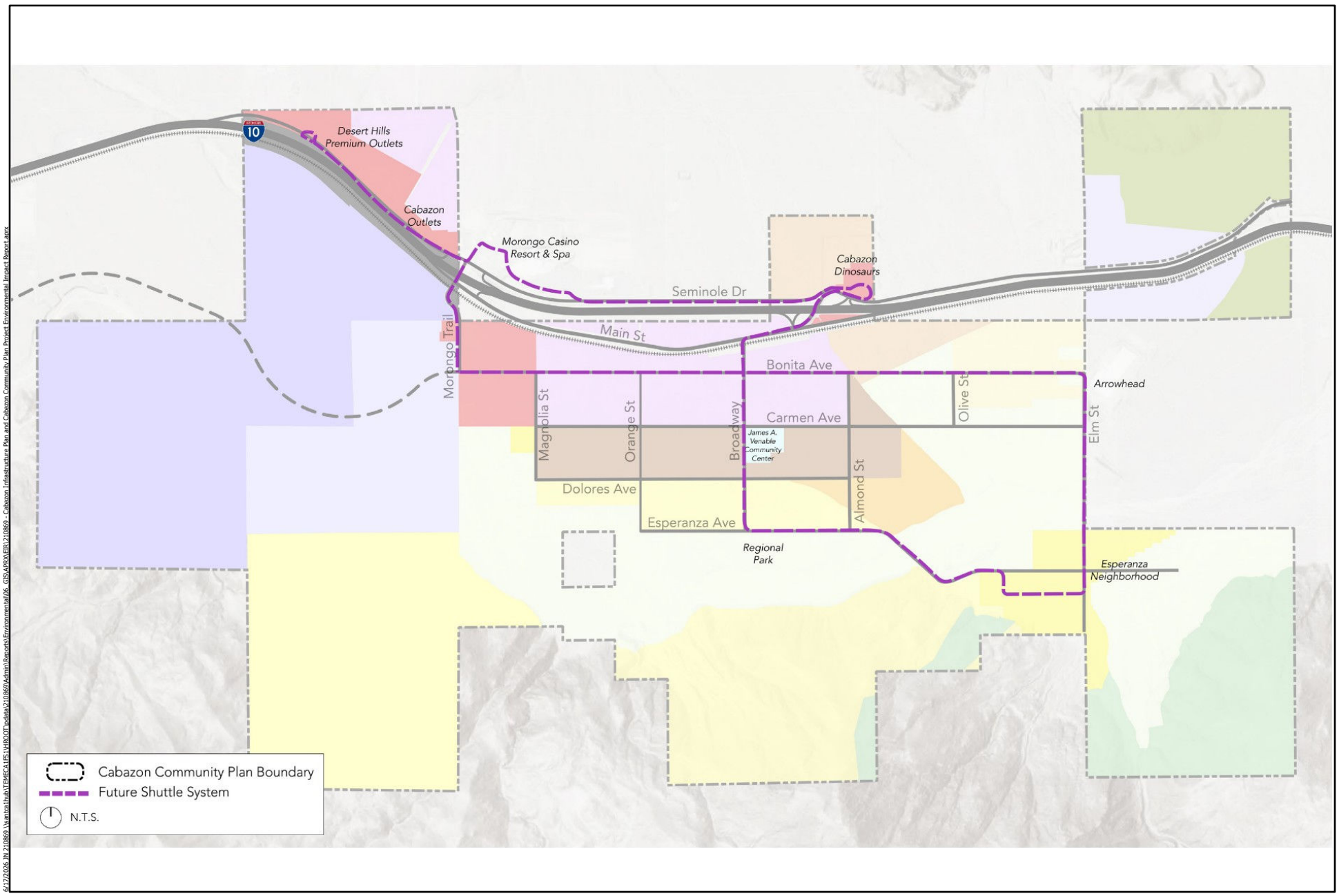

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CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Cabazon Community Plan, May 2026.

Future Shuttle System

Figure 3.14-2

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3.14.4. Project Impacts and Mitigation

Conflict with an Applicable Program, Plan, Ordinance, or Policy

Impact 3.14-1	**The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be significant and unavoidable.**

Cabazon Infrastructure Plan

The CIP (ZR6234) includes numerous projects related to public infrastructure and facilities, including those related to roadway right-of-way, that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. As depicted on Figure 2-9, multiple streets within the Community Plan boundaries are identified in the existing County of Riverside General Plan Circulation Element, with associated ROW dimensions. In comparison to the existing General Plan Circulation Element, several roadways would be upgraded, downgraded, removed, or added by the proposed CIP to accommodate future growth at buildout in accordance with the Community Plan; refer to Section 2.4.2, *Cabazon Infrastructure Plan Overview*.

The circulation changes proposed by the CIP would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Rather, the CIP would improve the community's existing roadway facilities to accommodate buildout of the Cabazon Community Plan. CIP roadway improvements would be designed in accordance with the County's Road Improvement Standards and Specifications and would be reviewed by the County Transportation Department.

Cabazon Community Plan

It is the goal of the Cabazon Community Plan to provide a transportation network that allows residents, visitors, and emergency services to move safely and efficiently throughout Cabazon and to promote a transportation system that supports walking, bicycling, and transit use (Goals AC-1 and AC-2). To that end, several policies are included in the Community Plan to improve local streets per the Cabazon Community Plan Circulation Plan (Policies AC-1.1 and AC-1.2), promote pedestrian and bicycle connectivity (Policy AC-2.1), provide connectivity of higher density residential uses (Policy AC-2.2), ensure new development provides access to transit (Policy AC-2.3), and facilitate a future community shuttle service (Policy AC-2.3); refer to Figure 3.14-2, *Future Shuttle Service*. The Cabazon Community Plan also identifies bikeways and pedestrian trails for the Community Plan Area; refer to Figure 3.14-1. Specifically, new bike lanes are planned along many primary streets, including:

- Westward Avenue / Bonita Avenue
- Malki Road
- Morongo Trail
- Broadway (between Main Street and Bonita Avenue)

- Seminole Drive / Tamarack Road
- Haugen-Lehmann Way
- Railroad Avenue
- Main Street

Proposed regional and local trails are also identified for the project area in Figure 3.14-1. These improvements would help create a safer, more comfortable environment for people walking, biking, and accessing transit services, and would ensure that future development in accordance with the Community Plan does not conflict with a program, plan, ordinance, or policy addressing the circulation system. Rather, the Community Plan would improve the community's existing transit, roadway, bicycle, and pedestrian facilities.

2024-2050 RTP/SCS (Connect SoCal)

The project is considered regionally significant and thus is subject to SCAG's 2024-2050 RTP/SCS. SCAG's 2024-2050 RTP/SCS aims to align transportation investments with land-use decisions by improving mobility and reducing greenhouse gases not only through new infrastructure, but also by locating housing and jobs closer together and expanding options for getting around without a car. The consistency of the proposed project with relevant and applicable policies of SCAG's 2024-2050 RTP/SCS is provided in Table 3.10-2, *SCAG 2024-2050 RTP/SCS Consistency Analysis*. As described in Table 3.10-2, the project would be consistent with relevant and applicable goals of SCAG's 2024-2050 RTP/SCS with the exception of:

- *Goal 3. Environment: Create a healthy region for the people of today and tomorrow.*
    - *Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.*
    - *Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.*
    - *Conserve the region's resources.*

Although project objectives include reducing distances between housing, workplaces, commercial uses, and other amenities and destinations; promoting higher density housing; and promoting better job/housing balance by providing increased commercial, industrial, and mixed-use land uses, the project would result in significant and unavoidable impacts related to air quality and greenhouse gas (GHG) emissions despite implementation of Mitigation Measures **AQ-1** through **AQ-11** and **GHG-1** and **GHG-2**. Specifically, as detailed in Section 3.2, *Air Quality*, the proposed project would result in significant and unavoidable impacts related to conflicting with air quality plan (2022 Air Quality Management Plan [2022 AQMP]), short-term construction and long-term operational emissions, as well as localized emissions and cumulative impacts to short- and long-term air quality emissions. As detailed in Section 3.7, *Greenhouse Gas Emissions*, the project would result in significant and unavoidable impacts related to GHG emissions and would conflict

with an applicable GHG reduction plan, policy, or regulation. The proposed project would therefore be partially inconsistent with SCAG's regional planning efforts and a significant and unavoidable impact would occur in this regard.

County of Riverside

The General Plan Circulation Element's intent, among others, is to provide a plan to achieve a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the General Plan's rural, suburban, or urban context. Numerous policies are included into the Element to address the circulation system; refer to Section 3.14.2, *Regulatory Framework*. Similarly, the County of Riverside enforces several ordinances to address impacts related to transportation, including but not limited to Ordinance No. 413 (*Vehicle Parking*), Ordinance No. 452 (*Speed Limits*), Ordinance No. 461 (*Road Improvement Standards and Specifications*), Ordinance No. 499 (*Encroachments in County Highways*), Ordinance No. 659 (*Development Impact Fees*), Ordinance No. 673 (*Coachella Valley TUMF Program*), Ordinance No. 726 (*Transportation Demand Management Requirements for New Development Projects*), and Ordinance No. 748 (*Mitigation of Traffic Congestion Through Signalization*). Refer to Section 3.14.2 for a full description of these ordinances.

As discussed in the Cabazon Infrastructure Plan and Cabazon Community Plan discussions above, the proposed project would provide a transportation network that allows residents, visitors, and emergency services to move safely and efficiently throughout Cabazon and would promote a transportation system that supports walking, bicycling, and transit use. Future development facilitated by the Community Plan and future CIP roadway improvements could modify existing or propose new transit, roadway, bicycle, and pedestrian facilities, and thus, would be subject to discretionary permits and be required to comply with all applicable General Plan Circulation Element and Pass Area Plan policies and Riverside County Ordinances identified in Section 3.14.2, as well as the service providers' (e.g., Sunline Transit, Banning Transit, Caltrans) relevant transportation facility design standards. This includes policies and regulations required to improve public access and safety for people who walk and bike, transit services, and to improve the transportation system, as applicable.

As a result, the project would not conflict with an adopted County of Riverside program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures **AQ-1** through **AQ-11** and **GHG-1** and **GHG-2**.

Level of Significance: Significant and unavoidable impact.

Conflict with CEQA Guidelines Section 15064.3(b)

Impact 3.14-2	**The project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be significant and unavoidable.**

VMT Analysis

As noted in Section 3.14.3, *Significance Thresholds and Methodology*, a VMT Assessment was prepared for the project using RIVCOM to estimate project-generated VMT against the County's VMT thresholds of significance; refer to Table 3.14-1 and Appendix G. According to the County Guidelines, a project would result in a significant VMT impact if the following conditions occur:

1. The baseline project-generated VMT per capita or worker VMT per employee exceeds the County of Riverside baseline VMT per capita or worker VMT per employee.
2. The cumulative project-generated VMT per capita or worker VMT per employee exceeds the County of Riverside cumulative VMT per capita or worker VMT per employee.
3. For retail projects, there is a net increase in total VMT.

Cabazon Infrastructure Plan

It is noted that the CIP projects are not anticipated to generate substantial new trips during operations. Most CIP projects would include periodic inspection, maintenance, and repair activities, which would result in limited vehicle trips (e.g., maintenance crews, light-duty service vehicles, and occasional equipment transport). These maintenance-related trips would be infrequent and low in intensity compared to typical traffic-generating land uses (such as those shown in Table 2-1, *Proposed General Plan Land Use Changes*) and would not represent a substantial increase in VMT. Further, the VMT Analysis accounts for 19.05 acres of Public Facility (PF) land uses in the VMT modeling, consistent with the Cabazon Community Plan Land Use Plan. Thus, VMT impacts of the CIP are fully addressed in the analysis for the Cabazon Community Plan below.

Cabazon Community Plan

Table 3.14-2, *Baseline Year 2018 Plus Project Generated VMT*, shows anticipated VMT under Baseline Year 2018 Plus Project conditions. Under Baseline Year 2018 Plus Project conditions, the project generates lower home-based (HB) VMT per capita than the County average (12.0 vs. 18.2), indicating a less than significant impact for the project's residential land uses. However, the project generates higher home-based work (HBW) VMT per employee than the County average (38.7 vs. 31.8) and thus exceeds the threshold for employment-related VMT efficiency. Therefore, the non-residential land uses proposed by the project would result in a significant VMT impact under baseline conditions.

TABLE 3.14-2 BASELINE YEAR 2018 PLUS PROJECT GENERATED VMT

Year 2018	Cabazon Community Plan	County of Riverside	Project Exceeds Threshold? (Yes/No)
Population	62,405	2,358,439	--
Employment	46,350	759,857	--
Homebased (HB) VMT	749,038	42,904,715	--
Homebased Work (HBW) VMT	1,791,628	24,164,640	--
HB VMT Per Capita	12.0	18.2	No
HBW VMT Per Employee	38.7	31.8	**Yes**

Refer to Appendix G, *VMT Analysis*.

The County of Riverside evaluates retail by comparing roadway VMT with and without the project. Table 3.14-3, *Baseline Year 2018 Roadway VMT*, provides a summary of the total roadway VMT with the Cabazon Community Plan and without the retail component of the Cabazon Community Plan. As shown, the difference between the two conditions is a net increase of 36,776 VMT. Therefore, the retail land uses proposed by the project would result in a significant VMT impact under baseline conditions.

TABLE 3.14-3 BASELINE YEAR 2018 ROADWAY VMT

Year 2018	County of Riverside Roadway VMT Plus Project Retail	County of Riverside VMT Without Project Retail	Difference
Roadway VMT	56,927,951	56,891,175	**+36,776**

Refer to Appendix G, *VMT Analysis*.

Table 3.14-4, *Future Year 2045 Plus Project Generated VMT*, shows anticipated VMT under the Future Year 2045 Plus Project conditions. Under Future Year 2045 Plus Project conditions, the project generates lower HB VMT per capita than the County average (12.7 vs. 18.5), indicating a less than significant impact for the project's residential land uses. However, the project generates higher HBW VMT per employee than the County average (35.0 vs. 28.4) and thus exceeds the threshold for employment-related VMT efficiency. Therefore, the non-residential land uses proposed by the project would result in a significant VMT impact under future year conditions.

TABLE 3.14-4 FUTURE YEAR 2045 PLUS PROJECT GENERATED VMT

Year 2045	Cabazon Community Plan	County of Riverside	Project Exceeds Threshold? (Yes/No)
Population	62,405	3,424,454	--
Employment	46,350	1,116,025	--
Homebased (HB) VMT	794,563	63,396,364	--
Homebased Work (HBW) VMT	1,621,497	31,708,673	--
HB VMT Per Capita	12.7	18.5	No
HBW VMT Per Employee	35.0	28.4	**Yes**

Refer to Appendix G, *VMT Analysis*.

Table 3.14-5, *Future Year 2045 Roadway VMT*, provides a summary of the total roadway VMT with the Cabazon Community Plan and without the retail component of the Cabazon Community Plan. As shown, the difference between the two conditions is a net increase of 31,049 VMT. Therefore, the retail land uses proposed by the project would result in a significant VMT impact under future year conditions.

TABLE 3.14-5 FUTURE YEAR 2045 ROADWAY VMT

Year 2045	County of Riverside Roadway VMT Plus Project Retail	County of Riverside VMT Without Project Retail	Difference
Roadway VMT	78,250,224	78,219,174	**+31,049**

Refer to Appendix G, *VMT Analysis*.

VMT-Reducing Policies and Improvements of the Project

The CIP and Cabazon Community Plan establish a comprehensive transportation framework to improve connectivity within Cabazon and to the surrounding region. At the local level, a multimodal network of pedestrian routes, bicycle facilities, and trails would connect neighborhoods to key destinations; refer to Figure 3.14-1. A proposed community shuttle system will further improve access to jobs, services, and regional transit; refer to Figure 3.14-2. The Community Plan includes a goal to promote a transportation system that supports walking, bicycling, and transit use (Goal AC-2). To that end, several policies are included in the Community Plan to improve local streets per the Cabazon Community Plan Circulation Plan (Policies AC-1.1 and AC-1.2), promote pedestrian and bicycle connectivity (Policy AC-2.1), provide connectivity of higher density residential uses (Policy AC-2.2), ensure new development provides access to transit (Policy AC-2.3), and facilitate a future community shuttle service (Policy AC-2.3), all of which would support a reduction in VMT.

Specifically, it is anticipated that providing travel options and accommodating multiple travel modes (i.e., vehicular and transit zones) would reduce reliance on single occupant vehicle trips, with excess space within the ROW being repurposed to provide new, enhanced pedestrian and bicycle facilities. The County would also continue to coordinate with local transit agencies to provide new or enhanced transit service that connects regional bus routes. Such enhancements, along with the proposed community shuttle system, would further increase travel options for the Community's residents and employees and reduce single occupant vehicle trips.

VMT Mitigation

Mitigation measures that reduce VMT are those that decrease the number of single-occupant vehicle trips generated by a project. These reductions can be achieved either by modifying the proposed land uses or by implementing TDM strategies. TDM strategies encompass a range of site design changes, programs, and operational measures that influence travel behavior.

The effectiveness of TDM strategies is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) report, *Quantifying Greenhouse Gas Mitigation Measures*. The CAPCOA report provides a comprehensive list of available TDM strategies, along with detailed equations for estimating VMT reductions based on land use type and the surrounding built-environment context. Because some strategies produce complementary or overlapping benefits, they must be evaluated in combination rather than in isolation. SCAG would continue to provide a regional policy framework to support and scale TDM, including through funding regional rideshare programs, first/last-mile improvements, telework promotion, transit-supportive investments, micro-mobility integration, and employer-based trip reduction programs.

For future development projects accommodated by the Cabazon Community Plan with the potential to impact VMT, specific TDM mitigation measures must be tailored to the characteristics of each project. Their effectiveness would be analyzed and documented through the environmental review process to determine whether VMT impacts can be mitigated or would remain significant and unavoidable. As research on TDM effectiveness continues to evolve, feasible mitigation measures should be selected using the best available data at the time each project is reviewed by the County.[1]

Nonetheless, due to the programmatic nature of the project, quantifying future development's individual VMT impacts is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, etc., among other factors, which are presently unknown. Since these factors can vary so widely (and individual project-related operations would occur over time dependent upon numerous factors), the analysis is unable to fully account for the effects of individual project design features, policies, and infrastructure improvements that could reduce

[1] As a matter of information, on June 30, 2025, Governor Gavin Newsom signed California Assembly Bill (AB) 130, directing the Governor's Office of Land Use and Climate Innovation (LCI) to develop guidance for a voluntary statewide VMT mitigation program (Mitigation Program). Under this Mitigation Program, lead agencies that determine a project will have a significant transportation impact under CEQA may mitigate that impact to a less than significant level, or to the extent feasible, by contributing to the Transit-Oriented Development Implementation Fund (TDIF). HCD then uses contributions collected via the TDIF to award funding for VMT-efficient affordable housing and related infrastructure projects (Mitigating Projects) through the TDIP. The AB 130 Statewide Vehicle Miles Traveled (VMT) Mitigation Program Guidance is currently in Draft form.

VMT. As a result, the VMT Analysis indicates that the proposed project would result in significant impacts for all non-residential land uses, including industrial, commercial, and public facilities. To address these impacts, Mitigation Measure **TRA-1** would require all non-residential projects within the Community Plan area to evaluate proposed development in accordance with the County Guidelines VMT screening criteria. Projects that do not meet the County's VMT screening criteria would be required to prepare a project-level VMT analysis, and if impacts exceed applicable thresholds, implement all feasible VMT reduction measures. However, given the lack of site-specific development details, even with implementation of Mitigation Measure **TRA-1**, impacts associated with non-residential uses would remain significant and unavoidable.

Mitigation Measures:

TRA-1 Prior to issuance of building permits for any non-residential development accommodated by the project, the project shall be reviewed against the with the vehicle miles traveled (VMT) screening criteria identified in the County of Riverside *Transportation Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (County Guidelines), dated December 2020 (or more recent edition). Projects that do not meet the screening criteria shall prepare a project-level VMT analysis consistent with County Guidelines. If the project-level analysis determines that the proposed development would exceed applicable VMT significance thresholds, the applicant shall identify and implement all feasible Transportation Demand Management (TDM) strategies and/or physical improvements capable of reducing VMT. Feasible measures shall be selected from the County Guidelines and the most recent California Air Pollution Control Officers Association (CAPCOA) Handbook, and may include, but are not limited to, the following:

1. Provision of bus stop improvements or on-site mobility hubs.
2. Pedestrian improvements (on-site or off-site) to enhance connectivity to transit stops, services, schools, and commercial areas.
3. Bicycle programs, such as purchase incentives, secure storage, maintenance services, and on-site education programs.
4. Enhancements to the citywide bicycle network.
5. Parking reductions and/or pricing strategies to encourage transit use, active transportation, or shared mobility.
6. Transit subsidies, passes, grants, or financial incentives for public transportation use.
7. Provision of enhanced or more frequent bus service.
8. Implementation of shuttle services.

The effectiveness of selected measures shall be quantified using CAPCOA methodologies or other County-approved methods. Implementation of all feasible VMT reduction measures shall be incorporated into project design and included as conditions of approval, subject to verification by the County.

Level of Significance: Significant and unavoidable impact.

Design Features

Impact 3.14-3	**The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.**

Cabazon Infrastructure Plan

The CIP (ZR6234) includes numerous projects related to public infrastructure and facilities, including those related to roadway right-of-way, that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan; refer to Figure 2-9 and Section 2.4.2. As described above, CIP roadway improvements would be designed in accordance with the County's Road Improvement Standards and Specifications (Riverside County Ordinance No. 461) and would be reviewed by the County Transportation Department.

In addition to the County's Road Improvement Standards and Specifications, all future CIP projects would be required to demonstrate compliance with Riverside County Ordinance No. 787 and the California Fire Code, which detail minimum standards for access road dimension, design, grades, and other fire safety features. More stringent California Building Code (CBC) standards also apply regarding new construction of CIP facilities and development of emergency access issues associated with earthquakes, flooding, climate/strong winds, and water shortages. Enforcement of Ordinance Nos. 461 and 787, the California Fire Code and CBC, as well as relevant regulations in Section 3.14.2 would ensure future CIP projects do not substantially increase hazards due to design features or incompatible uses.

Cabazon Community Plan

The land use plan proposed by the Community Plan has been carefully crafted through robust public outreach to distribute residential, commercial, industrial, mixed-use, open space, and civic uses throughout the planning area in a way which reflects Community priorities and avoids potential for incompatible land uses; refer to Figure 2-4. Nonetheless, all future development accommodated by the Cabazon Community Plan would be required to demonstrate compliance with Riverside County Ordinance No. 787 and the California Fire Code, which detail minimum standards for access road dimension, design, grades, and other fire safety features. Future development would also be subject to Riverside County Ordinance No. 461, which details road improvement standards and specifications for development projects within the County, including design features. More stringent CBC standards also apply regarding new construction and development of emergency access issues associated with earthquakes, flooding, climate/strong winds, and water shortages. Enforcement of Ordinance Nos. 461 and 787, the California Fire Code and CBC, as well as relevant regulations in Section 3.14.2 would ensure future development accommodated by the Cabazon Community Plan does not substantially increase hazards due to design features or incompatible uses. As detailed design of future roadways would occur at the project level, each subsequent roadway or development project will undergo project specific CEQA review ensuring compliance with Ordinance No. 461, Ordinance No. 787, and Fire Code access requirements at that time.

As a result, future CIP projects and development facilitated by the Cabazon Community Plan would not substantially increase hazards due to design features or incompatible uses, and the impact would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Emergency Access

Impact 3.14-4	**The project could result in inadequate emergency access. Impacts would be less than significant with mitigation incorporated.**

Cabazon Infrastructure Plan

Construction

While specific details for individual future CIP projects are not known at this time, such projects would involve construction activities of varying durations that generate temporary construction-related traffic, including worker vehicle trips and vendor deliveries. These trips would occur only during the construction phase within the project area. Most CIP construction activities would take place within the public ROW along existing roadways. As a result, circulation impacts could include temporary congestion, lane or roadway closures, and detours.

To minimize these impacts, any future CIP project with the potential to affect emergency access would be required to prepare a Construction Transportation Plan (CTP) in accordance with Mitigation Measure **TRA-2**. The CTP would include measures to reduce disruptions from construction traffic and any necessary lane closures or detours. Additionally, roadway ROW projects would be required to comply with General Plan Policies C 20.6 and C 20.15 related to dust control and runoff throughout construction. With implementation of Mitigation Measure **TRA-2** and adherence to applicable General Plan policies, construction-related impacts to emergency access would be less than significant.

Operation

The CIP identifies proposed roadway improvements to accommodate future growth at buildout and improve emergency response and evacuation within the Community Plan area; refer to Figure 2-9. As discussed above, future CIP projects would be subject to compliance with Ordinance Nos. 461 and 787, the California Fire Code and CBC, as well as relevant regulations in Section 3.14.2 to minimize impacts to emergency access. In addition, General Plan Policy C 3.24 requires Riverside County to provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers. Based on the CIP project's proposed roadway improvements and since future CIP projects would be designed in compliance with the established regulatory framework, operational impacts would be less than significant.

Cabazon Community Plan

Construction

Like the CIP, although specific details for individual future development projects are not known at this time, such projects would involve construction activities of varying durations that generate temporary construction-related traffic, including worker vehicle trips and vendor deliveries. Some individual development projects may include construction activities which would take place within the public ROW along existing roadways. As a result, circulation impacts as a result of buildout of the Cabazon Community Plan could include temporary congestion, lane or roadway closures, and detours.

To minimize these impacts, any future development project with the potential to affect emergency access would be required to prepare a CTP in accordance with Mitigation Measure **TRA-2**. The CTP would include measures to reduce disruptions from construction traffic and any necessary lane closures or detours. With implementation of Mitigation Measure **TRA-2** and adherence to applicable General Plan policies, construction-related impacts to emergency access would be less than significant.

Operation

It is the goal of the Cabazon Community Plan to provide a transportation network that allows residents, visitors, and emergency services to move safely and efficiently throughout Cabazon. (Goal AC-1). To that end, Policy AC-1.1 is included in the Plan to support improvements to local roads including roadway widening where appropriate, intersection improvements, and traffic management measures as shown to improve safety and mobility.

While the details for future development facilitated by the Cabazon Community Plan are not known at this time, future development with the potential to impact emergency access would be evaluated at the project-level when site-specific development applications are submitted to the County. Future development facilitated by the Cabazon Community Plan would be required to comply with applicable building and fire safety regulations required for the design of new development and emergency access, and would be required to adhere to all State and local requirements for emergency access, including but not limited to Ordinance Nos. 461 and 787, the California Fire Code and CBC, as well as relevant regulations in Section 3.14.2 to minimize impacts to emergency access. Operational impacts would be less than significant in this regard.

Mitigation Measures:

TRA-2 Prior to issuance of grading permits, the project applicant shall prepare a Construction Transportation Plan (CTP) for approval by the County of Riverside Traffic Engineer. The CTP shall include measures to minimize potential safety impacts during the short-term construction process if partial or full lane closures are required. The CTP shall specify that one direction of travel in each direction on adjacent roadways must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the CTP shall identify planned detours. The CTP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping

plans, and use of construction flagperson(s) to direct traffic during heavy equipment use. The CTP shall be incorporated into project specifications for verification prior to final plan approval.

Level of Significance: Less than significant impact with mitigation incorporated.

Cumulative Impacts

Impact 3.14-5	**The project would result in a cumulatively considerable impact to transportation. Impacts would be cumulatively considerable.**

Cumulative Consistency with an Applicable Program, Plan, Ordinance, or Policy

As discussed in Impact 3.14-1, the project would be consistent with relevant and applicable goals of SCAG's 2024-2050 RTP/SCS with the exception of Goal 3 as it relates to integrating the region's development pattern and transportation network to improve air quality and reduce GHG emissions. However, the project's conflict with Goal 3 of the 2024-2050 RTP/SCS is not anticipated to preclude cumulative development's ability to adhere to all applicable programs, plans, ordinances, and policies addressing the circulation system. As described, implementation of the CIP and Community Plan would substantially improve existing transit, roadway, bicycle, and pedestrian facilities within the Plan area. Like the proposed project, other cumulative developments would similarly be required to adhere to all applicable programs, plans, ordinances, and policies addressing the circulation system and would also be required to pay applicable TUMF and Development Impact Fees. The project's contribution to cumulative impacts due to conflicting with applicable programs, plans, ordinances, and policies addressing the circulation system would be less than cumulatively considerable in this regard.

Cumulative Consistency with CEQA Guidelines Section 15064.3(b)

The VMT analysis described in Impact 3.14-2 is cumulative in nature. The CIP and Cabazon Community Plan establish a multimodal transportation system that improves local and regional connectivity by expanding pedestrian, bicycle, trail, transit, and shuttle options. By enhancing streets, improving access to transit, and introducing a community shuttle, the Plan aims to reduce reliance on single-occupant vehicle travel and support walking, bicycling, and transit use. These coordinated improvements and policies are expected to lower VMT by providing residents and employees with more convenient and appealing travel choices. Nonetheless, the project would result in significant VMT impacts for all non-residential land uses, including industrial, commercial, and public facilities. To address these impacts, Mitigation Measure **TRA-1** would require the County to evaluate any non-residential development within the Community Plan area using the County's adopted VMT screening criteria. Projects that do not meet the County's VMT screening criteria would be required to prepare a project-level VMT analysis, and if impacts exceed applicable thresholds, implement all feasible VMT reduction measures. Like the proposed project, all cumulative projects would be evaluated at the project-level in accordance with the County Guidelines to identify whether a project has the potential to result in significant VMT impacts. Accordingly, based on the project's significant VMT impacts for non-residential uses, the project's contribution to cumulative VMT impacts would be cumulatively considerable in this regard.

Cumulative Impacts due to Design Features

As discussed in Impact 3.14-3, future CIP projects and development projects facilitated by the Cabazon Community Plan would be reviewed by Riverside County to ensure that no hazards due to a geometric design feature would result from roadway improvements planned as part of implementing development. All cumulative projects would be evaluated at the project-level to identify whether a project has the potential to result in hazardous conditions due to design features. All such projects would be required to demonstrate conformance with Ordinance Nos. 461 and 787, the California Fire Code and CBC, as well as relevant regulations in Section 3.14.2 to ensure that the potential to contribute to a substantial increase in hazards would not occur. The project's contribution to cumulative impacts due to design features would be less than cumulatively considerable in this regard.

Cumulative Impacts to Emergency Access

As discussed in Impact 3.14-4, the project could result in construction-related impacts associated with inadequate emergency access during construction of future CIP projects and development accommodated by the Cabazon Community Plan. Mitigation Measure **TRA-2** requires the preparation of CTPs for approval by the County to reduce emergency access impacts by future development projects. Other cumulative developments would similarly be required to prepare and implement CTPs during construction activities. As discussed, implementation of the project would improve safety and mobility within the Cabazon area through provision of roadway widening where appropriate, intersection improvements, and traffic management measures. As such, the project's contribution to cumulative emergency access would be less than cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures **AQ-1** through **AQ-11, GHG-1** and **GHG-2,** and **TRA-1** and **TRA-2**.

Level of Significance: Cumulatively considerable impact.

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3.15. Utilities and Service Systems

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to utilities and service systems, including water, wastewater treatment, stormwater, electric power, natural gas, telecommunications facilities, and solid waste facilities.

This section is based on data and analysis from the following:

- *Cabazon Infrastructure Plan*, prepared by Albert A. Webb Associates (2026).
- *2025 Coachella Valley Regional Urban Water Management Plan, prepared by Todd Groundwater and Rincon Consultants* (2026).
- *San Gorgonio Integrated Regional Water Management Plan*, prepared by the Regional Water Management Group of the San Gorgonio Integrated Regional Water Management Region (2018).
- County of Riverside General Plan (2015).
- CalRecycle Solid Waste Information System (SWIS)

3.15.1. Environmental Setting

Water

The project area is located in the Cabazon Water District (CWD), Desert Water Agency (DWA) and the Mission Springs Water District (MSWD). Although the DWA service boundary overlaps with the southeast corner of the project area, the DWA does not have any existing water facilities within the project area. The CWD encompasses approximately 7.5 square miles and currently provides domestic water service to roughly 950 connections. All domestic water is sourced from the San Gorgonio Pass Groundwater Bain, extracted via four active wells in the Cabazon Storage Unit with a combined pumping capacity of 2,250 gallons per minute (gpm). CWD maintains four reservoirs with a total storage capacity of 3.5 million gallons and the existing water distribution system includes approximately 40 miles of pipeline.

Water supply and demand for CWD is reflected in the San Gorgonio Integrated Regional Water Management Plan (IRWMP). As identified in Table 2-4, *Water Demand*, from the San Gorgonio IRWMP, CWD's 2025 total water demand was 558 acre-feet per year (AFY).

DWA provides water, wastewater, reclaimed water, irrigation water, and groundwater recharge services to unincorporated Riverside County areas, part of Cathedral City, and most of Palm Springs, which encompasses a total area of 325 square miles. The DWA service boundary includes approximately 110 acres in the southeast corner of Cabazon Community Plan. According to Table 6-8, *DWR 4-1R Urban Water Use 2020-2025 (AFY)*, of the 2025 Coachella Valley Regional Urban Water Management Plan (RUWMP), DWA's 2025 total water demand was 34,362 AFY.

MSWD provides water system services to more than 13,500 retail water customers in Desert Hot Springs, a portion of the Palm Springs, and ten smaller communities in unincorporated Riverside County, which encompasses a total area of 135 square miles and provides water system services to more than 13,500 retail water customers. The MSWD service boundary includes approximately 2,901 acres in the easternmost edge of the Cabazon Community Plan. The overall MSWD water system currently includes 24 different pressure zones. Within these pressure zones, there are approximately 1.26 million linear feet (240 miles) of pipelines ranging in diameter from 2 inches to 16 inches, 20 storage tanks with an approximate total storage capacity of 20 million gallons, 11 booster pump stations, and 13 groundwater wells. The primary water supply source of MSWD for water systems is groundwater obtained through 13 production wells. An emergency source of water for MSWD is the Coachella Valley Water District via 2 interconnections, which can be utilized on a temporary and very limited basis. There are 4 MSWD operating production wells (Well 25, 25A, 26, and 26A) within the Cabazon Community Plan. In the project area, the total capacity of active wells is 1,095 gpm. There are two MSWD water storage tanks (Woodridge Tank and Cottonwood Tank) located within the Cabazon Community Plan. The total capacity of these tanks is 0.40 million gallons. According to Table 8-9, *DWR 4-1R Actual Demands for Water (AFY)*, of the 2025 Coachella Valley RUWMP, MSWD's 2025 total water demand was 7,897 AFY.

Wastewater

Portions of the Cabazon Community Plan are within DWA, MSWD, and CWD service area boundaries. However, the DWA sanitary sewer collection area is limited to its boundary within the City of Cathedral City, the MWSD sanitary sewer collection area is concentrated in the town of Desert Hot Springs, and CWD does not provide sewer services.

The project area does not include a centralized sewer system, and thus existing uses rely on septic systems and Onsite Wastewater Treatment Systems for wastewater disposal. While these systems may be adequate for low-density/intensity development, they pose significant limitations for future growth, particularly in terms of environmental sustainability, public health, and regulatory compliance.

There are no Wastewater Treatment Plants (WWTP) within Cabazon. However, there are two WWTP in the near vicinity to the project area: City of Banning WWTP and Morongo WWTP. These WWTPs are located outside of the Community Plan boundary and are owned and maintained by the City of Banning and the Morongo Band of Mission Indians Wastewater Department. Existing and proposed wastewater facilities are depicted on Figure 2-6, *Potential Wastewater Treatment Plant Sites*.

Stormwater Facilities

Riverside County Flood Control and Water Conservation District (RCFC&WCD, or District) is responsible for the maintenance and operation of flood control facilities including debris dams, storm channels, and storm drains. The District's facilities are the backbone system of flood control in the project area. The County also owns and maintains certain flood control facilities that are generally constructed as part of the drainage plans for individual projects and are not under the authority of RCFC&WCD.

The existing storm drain facilities within the Community Plan Area boundary can be separated to four major categories based on the maintenance responsibility:

- **County and privately owned and maintained facilities:** County facilities range from underground pipe systems and concrete lined channels to culverts, typically crossing Seminole Drive and Main Street. Some of the storm drain systems are privately owned and maintained.

- **RCFC&WCD owned and maintained facilities:** The project area is located in the District's Zone 5. It is not located within a Master Drainage Plan (MDP), but it is located east of Banning MDP and west of Garnet Wash MDP. Cabazon Channel and Cottonwood Canyon Wash are two District facilities within the project area that convey flows from northerly mountainous areas, under I-10 Freeway, and discharge them into the San Gorgonio River. The Smith Creek Channel is a District facility located within Banning which outlets storm flows into the San Gorgonio River at the western edge of the Community boundary.

- **Caltrans facilities:** Integrated with the construction of I-10 Freeway in 1960s, many drainage culverts were constructed within the State R/W to allow the stormwater runoff to cross under I-10 Freeway along the existing natural drainage courses and to provide for de-watering of the freeway. These culverts are maintained by Caltrans.

- **Railroad facilities:** Many drainage culverts were constructed within the railroad R/W to allow the stormwater runoff to cross under the railroad along the existing natural drainage courses.

Existing and proposed storm drain facilities in Cabazon are shown on Figure 2-7, *Proposed Storm Drain Facilities*.

Electricity

Southern California Edison (SCE) maintains electrical facilities and infrastructure within the County and surrounding areas that provide service to the project area under the applicable rules and tariffs approved by the California Public Utilities Commission. SCE delivers power to approximately 15 million people in California.

Multiple overhead, sub-transmission, and transmission electrical lines run across the northern edge of Cabazon. Dirt access roads connect the transmission towers. Another overhead line is located south of Esperanza Avenue. It runs through the south-central portion of Cabazon. Dirt access roads connect the transmission towers. There are two substations operated by Southern SCE in Cabazon. Outlet P.T. Substation is located on the northwest side of Cabazon and includes two 12 kV circuits, the Purchase Circuit and the Stores Circuit. The Cabazon Substation is located on the west-central area of the Cabazon Community Plan and includes two 12 kV circuits, the Fingal Circuit and the Poppet Flats Circuit. An additional 33 kV circuit, the Stubby Circuit, runs between these two substations. Moreover, multiple transmission circuits run throughout the region. The following Table 3.15-1, *Electrical Substation and Circuit Available Power*, tabulates the circuit size and available power of each substation and circuit.

TABLE 3.15-1 ELECTRICAL SUBSTATION AND CIRCUIT AVAILABLE POWER

Name	Circuit size (kV)	Power Available
Outlet P.T. Substation	-	4.72
Purchase Circuit	12	7.24
Stores Circuit	12	2.32
Cabazon Substation	-	10.97
Fingal Circuit	12	2.91
Poppet Flats Circuit	12	2.95
Stubby Circuit	33	10.47

Source: Albert A. Webb Associates, *Cabazon Infrastructure Plan*, March 2026.

The Purchase Circuit, the Stores Circuit, and the Poppet Flats Circuit extend beyond the northern boundary of Cabazon, into Morongo Reservation. The Fingal Circuit extends beyond the southern boundary of the Community Plan, into the Cleveland National Forest. The Toll Circuit and the Snowcreek Circuit are located to the east and southeast, respectively, outside of the Community Plan boundary. The northeastern, southern, and eastern sides of Cabazon are nearing capacity on the existing circuits. The central part of Cabazon has available capacity. Existing and proposed electric power supply facilities are depicted on Figure 2-8, *Proposed Dry Utilities Map – Electricity*.

Natural Gas

Southern California Gas Company (SCG) is the nation's largest natural gas distribution utility, serving more than 21 million users in more than 500 communities. SCG has various transmission and distribution gas mains throughout Cabazon that can be extended to serve new development areas. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies.

SCG operates two transmission mains that run through Plan Area, one north of I-10 and one south. SCG has distribution mains throughout the area that have capacity to serve future developments within Cabazon.

Kinder Morgan operates two oil main lines (12 inches and 16 inches) that traverse between the City of Banning and the northwest portion of the project area.

Solid Waste Disposal

CR&R and Waste Management, Inc. provide solid waste collection and disposal services to the project area. Collected waste is disposed of at Lamb Canyon, Badlands, or El Sobrante landfills; see Table 3.15-2, *Landfill Capacity*, for each landfill's remaining capacity.

TABLE 3.15-2 LANDFILL CAPACITY

Landfill	Remaining Capacity (cubic yards)	Maximum Throughput (tons/day)	Cease Operation Date
Lamb Canyon Landfill 16411 Lamb Canyon Road, City of Beaumont	14,540,000	5,000	4/1/2032
Badlands Landfill 31125 Ironwood Avenue, City of Moreno Valley	4,900,000	5,000	1/1/2059
El Sobrante Landfill 10910 Dawson Canyon Road, City of Corona	121,083,583	16,054	01/01/2051
Blythe Landfill 1000 Midland Road, City of Blythe	1,390,000	400	8/1/2047
Oasis Landfill 84-505 84th Avenue, Community of Oasis	320,000	400	2055

Source: CalRecycle, SWIS Facility/Site Activity Details, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed May 15, 2026; Written Correspondence: Aliah Mitchell, Associate Planner, Riverside County Department of Waste Resources, dated March 30, 2026.

3.15.2. Regulatory Framework

Federal

Safe Drinking Water Act

Passed in 1974 and amended in 1986 and 1996, the Safe Drinking Water Act grants the Environmental Protection Agency (EPA) the authority to set drinking water standards. Drinking water standards apply to public water systems that provide water for human consumption through at least 15 service connections or regularly serve at least 25 individuals. There are two categories of drinking water standards: National Primary Drinking Water Regulations and National Secondary Drinking Water Regulations. The National Primary Drinking Water Regulations are legally enforceable standards that apply to public water systems. These standards protect drinking water quality by limiting the levels of specific contaminants that can adversely affect public health and are known or anticipated to occur in water. The National Secondary Drinking Water Regulations are nonmandatory guidelines for certain substances that do not present a risk to public health.

Federal Clean Water Act (33 USC Sections 1251, et seq.)

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The EPA has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards RWQCB to preserve, protect, enhance, and restore water quality.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design (liners, leachate collection, runoff control, etc.), groundwater monitoring, and closure of landfills.

State

Safe Water Drinking Act

Similar to the Federal act, California implements the State's Safe Drinking Water Act (Health and Safety Code Section 116270 et seq.) to ensure public health and safety relative to clean drinking water. Under this act, the California Department of Public Health has the authority to protect public drinking water by adopting contaminant levels not to be exceeded in potable water supplies. Such thresholds are equal to or more stringent than those established at the Federal level under the EPA.

State Water Resources Control Board

Created by the California legislature in 1967, the five-member SWRCB allocates water rights, adjudicates water right disputes, develops Statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs located in the major watersheds of the State. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters. The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through the RWQCBs. The project site lies within the jurisdiction of the Colorado River Regional Board (Region 7).

California Urban Water Management Planning Act

In 1983, the State Legislature enacted the Urban Water Management Planning Act (California Water Code Sections 10610–10656), which requires specified urban water suppliers in the State to prepare an Urban Water Management Plan and update it every 5 years. State and local agencies and the public frequently use such plans to determine if agencies are planning adequately to reliably meet water demand in various service areas. As such, the plans serve as

an important element in documenting water supply availability and reliability for compliance with State laws, including Senate Bill (SB) 610 and SB 221, which link water supply sufficiency to large land-use development project approvals. Urban water suppliers also must prepare such plans, pursuant to the Urban Water Management Planning Act, to be eligible for State funding and drought assistance.

Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 urban connections is required to assess the reliability of its water sources over a 20-year planning horizon. Each supplier must report its progress on a 20 percent reduction in per capita urban water consumption by the year 2020, as required in the Water Conservation Act of 2009 (SB X7-7).

The State's urban water suppliers prepare Urban Water Management Plans (UWMPs) to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. The UWMPs include information on water usage, water supply sources, and water reliability planning. They also may provide implementation schedules to meet projected demands over a planning horizon, a description of opportunities for new development of desalinated water, groundwater information (where groundwater is identified as an existing or planned water source), a description of water quality over the planning horizon, and identification of water management tools that maximize local resources and minimize imported water supplies. A UWMP's water supply analysis includes a water supply reliability assessment, water shortage contingency plan, and development of a plan in case of an interruption in water supply.

The plans must be prepared every 5 years and submitted to the California Department of Water Resources (DWR). DWR staff then reviews the submitted plans to make sure they have completed the requirements identified in the Water Code, then submits a report to the State Legislature summarizing the status of the plans.

Senate Bill 221

Enacted in 2001, SB 221 (Government Code Sections 66455.3 and 66473.7) requires that the legislative body of a city or county which is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term sufficient water supply is defined in SB 221 as the total water supplies available during normal, single dry, and multiple dry water years within a 20-year projection that would meet the projected demand associated with a proposed subdivision. The definition also includes the requirement that sufficient water encompass not only the project but also existing and planned future uses, including, but not limited to, agricultural and industrial uses.

California Water Recycling Standards

The State Legislature has developed requirements for the production, discharge, distribution, and use of recycled water. These requirements are contained in the California Code of Regulations, Title 22, Division 4, Chapter 3, Reclamation Criteria, Sections 60301 through 60475, and Title 17. The California Department of Public Health administers the State recycling water standards.

California Integrated Waste Management Act

Assembly Bill (AB) 939 established the California Integrated Waste Management Act of 1989 (Public Resources Code Sections 42900–42927) which required all California cities and counties to reduce the volume of solid waste deposited in landfills by 50 percent by the year 2000. It also requires that cities and counties continue to remain at 50 percent or higher for each subsequent year. The act is intended to reduce, recycle, and reuse solid waste generated to the maximum extent feasible.

The act requires each California city and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction would meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction consistent with the following hierarchy: (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. The SRRE is required to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste to be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302).

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

The California Energy Commission first adopted the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce Statewide energy consumption and establish uniform building energy standards. These standards regulate the design of building envelopes and building systems to improve energy efficiency in residential and nonresidential construction. The standards are updated on a triennial basis to incorporate advances in technology and energy efficiency practices. The 2022 Title 24 standards, effective for building permit applications submitted on or after January 1, 2023, promote electrification (including efficient heat pump technologies), establish electric-ready requirements for new buildings, expand requirements for on-site solar photovoltaic systems and options for battery storage, and update indoor air quality and ventilation standards. The next update, the 2025 Title 24 standards, became effective January 1, 2026.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen), contained in California Code of Regulations Title 24, Part 11, establishes mandatory and voluntary standards for sustainable site development, water conservation, and building efficiency. Under the current CALGreen Code, plumbing fixture flow rates are limited as follows: water closets shall not exceed 1.28 gallons per flush; wall-mounted urinals shall not exceed 0.125 gallons per flush (and other urinals 0.5 gpf); showerheads shall not exceed 1.8 gpm at 80 psi; residential lavatory faucets shall not exceed 1.2 gpm at 60 psi; and kitchen faucets shall not exceed 1.8 gpm at 60 psi (with a temporary increase to 2.2 gpm permitted).

Assembly Bill (AB) 827 Commercial and Organic Waste Recycling Bins

AB 827, which became effective July 1, 2020, requires certain commercial businesses—particularly food service establishments that provide food for on-site consumption and allow customers to dispose of their own waste—to provide clearly labeled recycling and organic waste (food waste) containers for customers. These containers must be placed adjacent to all customer-accessible trash receptacles (except in restrooms), be visible and easily accessible, and include appropriate signage identifying allowable materials. The law primarily applies to limited-service food establishments (e.g., fast-food or fast-casual restaurants) and other businesses where customers generate waste on-site, such as food courts and malls. Full-service restaurants, where customers are served and do not typically dispose of their own waste, are exempt from providing front-of-house containers, but are required to provide appropriately labeled recycling and organic waste containers for employee use in back-of-house operations.

Local

San Gorgonio Integrated Regional Water Management Plan

The Integrated Regional Water Management (IRWM) program is a local water resources management approach preferred by the Governor, the California Department of Water Resources, and the State Water Resources Control Board. It is aimed at securing long-term water supply reliability in California by first recognizing the interconnectivity of water supplies and the environment and then pursuing projects yielding multiple benefits for water supplies, water quality, and natural resources.

The San Gorgonio IRWM program is an interdisciplinary effort by water retailers, wastewater agencies, stormwater and flood managers, watershed groups, the business community, tribes, agriculture, and regulatory agencies to coordinate water resource management efforts and to enable the San Gorgonio region to apply for grants tied to DWR's Integrated Regional Water Management program. The Regional Water Management Group (RWMG) for the San Gorgonio IRWM includes the City of Banning, Banning Heights Mutual Water Company, CWD, High Valleys Water District, Riverside County Flood Control and Water Conservation District, and the San Gorgonio Pass Water Agency. The RWMG is responsible for preparing the IRWM Plan and governing the planning process, as well as approving projects for inclusion in the Plan.

The IRWM Plan provides a mechanism for (1) coordinating, refining, and integrating existing planning efforts within a comprehensive, regional context; (2) identifying specific regional and watershed-based priorities for implementation projects; and (3) providing funding support for the plans, programs, projects, and priorities of existing agencies and stakeholders.

2025 Coachella Valley Regional Urban Water Management Plan

The Coachella Valley Regional Urban Water Management Plan (RUWMP) was prepared in May 2026 on behalf of the six urban water suppliers that serve customers in the Coachella Valley:

- Coachella Valley Water District
- CWA
- DWA
- City of Indio (Indio)

- MSWD
- Myoma Dunes Mutual Water Company

The RUWMP meets each agency's obligations under the UWMP Act, and demonstrates a collaborative approach to managing regional water resources while encouraging water use efficiency.

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to utilities and service systems:

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service

LU 5.3 Review all projects for consistency with individual urban water management plans.

Multipurpose Open Space Element

The following policies contained in the County of Riverside General Plan Multipurpose Open Space Element are applicable to the project in regard to utilities and service systems:

OS 3.1 Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.

OS 3.2 Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.

OS 4.1 Support efforts to create additional water storage where needed, in cooperation with Federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

OS 4.2 Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the County. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

a) The groundwater quality would be reduced;

b) The available groundwater aquifers are full; or

c) Rising water tables threaten the stability of existing structures.

OS 4.3 Ensure that adequate aquifer water recharge areas are preserved and protected.

OS 4.4 Incorporate natural drainage systems into developments where appropriate and feasible.

OS 16.1 Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.

OS 16.13 Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.

Circulation Element

The following policies contained in the County of Riverside General Plan Circulation Element are applicable to the project in regard to utilities and service systems:

C 25.1 Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County's Land Use Element at buildout.

Pass Area Plan

The following policies contained in the Pass Area Plan are applicable to the project in regard to utilities and service systems:

PAP 5.3 Allow uses that can be periodically flooded in areas within the 100-year flood zone. Such uses might include agriculture, golf courses, recreational uses, utilities, surface mining operations, parking, landscaping, and compatible resource development.

PAP 17.2 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458, Regulating Flood Hazard Areas.

PAP 17.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

Riverside County Ordinances

The following Riverside County Ordinances contain regulations and policies that would reduce impacts to utilities and service systems within Riverside County:

Ordinance No. 659, *Development Impact Fee ("DIF") Ordinance*: This ordinance requires that new development pay Development Impact Fees to ensure that certain facility obligations are met in order to reasonably serve the subject development. Such obligations include the construction of new utilities and service systems. The ordinance ensures that there is a reasonable relationship between the use of the fees and the type of development projects on which the fees are imposed.

In addition, Ordinance No. 650 establishes fees and regulates the discharge of sewage in the unincorporated territory of the County. Ordinance No. 682 regulates the construction, reconstruction, abandonment, and destruction of wells.

RCC Chapter 17.294, *Additional Residential Accommodations*: Pursuant to RCC Chapter 17.294, impact and connection fees shall be calculated in accordance with applicable State and local laws and regulations including, but not limited to, Government Code §§ 65852.2 and 65852.22, and Riverside County Ordinance No. 659. An attached/interior ADU or junior ADU shall not be required to install a new or separate utility connection directly between the unit and the utility, but may be required if the unit was created or constructed concurrently with a new one-family dwelling, as determined through the permitting processed. Guest quarters shall not be permitted to install a new or separate utility connection directly between the unit and the utility.

All other additional residential accommodations, including any detached ADU, second unit, MOG unit or ranchette, may be required to provide a new or separate utility connection directly between the unit and the utility.

Countywide Integrated Waste Management Plan

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the State.

AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 requires each of the cities and unincorporated portions of counties throughout the State to divert a minimum of 25 percent by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

The CIWMP, in its entirety, is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the SRREs, Household Hazardous Waste Elements HHWEs, and Nondisposal Facility Elements (NDFEs) for Unincorporated Riverside County and each of the cities in Riverside County.

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County's jurisdictions to meet and maintain the 50% diversion mandates.

- Countywide Siting Element: The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

- Source Reduction and Recycling Element (SRRE): The SRRE analyzes the local waste-stream to determine where to focus diversion efforts, including programs and funding. A separate SRRE was developed by Unincorporated Riverside County and each of the cities in Riverside County.

- Household Hazardous Waste Element (HHWE): The HHWE provides a framework for recycling, treatment, and disposal practices for Household Hazardous Waste programs. A separate HHWE was developed by Unincorporated Riverside County and each of the cities in Riverside County.

- Non-Disposal Facility Element (NDFE): The NDFE identifies and describes, at a minimum, existing and proposed facilities, other than landfills and transformation facilities, requiring a solid waste permit to operate. Nondisposal facilities are also those facilities that would be used by a jurisdiction to implement its SRRE in order to meet its diversion goals. A separate NDFE was developed by Unincorporated Riverside County and each of the cities in Riverside County. Each jurisdiction must provide an Annual Report Summary to CalRecycle. In addition, Riverside County provides a Five-Year Review Report to provide an update on the CIWMP status for the entire county, including each jurisdiction.

3.15.3. Significance Thresholds and Methodology

Significance Thresholds

According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to utilities and services systems if the project would:

1. Require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

3. Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

5. Not comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

Project Impacts and Mitigation

Utility Facilities

Impact 3.15-1	**The project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be significant and unavoidable.**

The CIP (ZR6234) includes numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. The CIP projects covered under this PEIR have been divided into the following categories:

- Domestic Water Supply and Distribution
- Wastewater Collection and Treatment
- Flood Control and Drainage Systems
- Electric Power Supply
- Natural Gas Distribution
- Telecommunications and Broadband Services
- Roadway Right-of-Way

A description of these CIP projects, as well as their typical construction and operational characteristics, is provided in Section 2.4.2, *Cabazon Infrastructure Plan Overview*. To this end, the project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. It should be noted that feasible future development under the project is assumed to occur over a 30-year buildout; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.12, *Population and Housing*, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

An evaluation of the project's potential environmental impacts resulting from the construction or relocation of water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities is provided is provided throughout this PEIR; refer to Section 3.1 through Section 3.16. As evaluated in Section 3.1 through Section 3.16, construction or relocation of these facilities would result in less than significant impacts with the application of the existing regulatory framework, proposed Cabazon Community Plan policies, and proposed mitigation. However, impacts related to air quality, greenhouse gas emissions, land use and planning, noise, and transportation were identified as significant and unavoidable; refer to Section 6.1, *Significant and Unavoidable Impacts*.

It should be noted that future development accommodated by the Cabazon Community Plan would be subject to compliance with Ordinance No. 659, which requires that new development

pay development impact fees to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new utility facilities. Ordinance No. 592 would regulate sewer construction, sewer use, and industrial wastewater discharges and provide for equitable distribution of the costs. Ordinance No. 650 would regulate the discharge of sewage in the unincorporated territory of the County. Ordinance No. 682 would regulate construction, reconstruction, abandonment, and destruction of wells. Compliance with these existing County Ordinances, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS 3.1, OS 3.2, OS 4.1 through OS 4.4, OS 16.1, OS 16.13, OS 16.14, and C 25.1). Additionally, the proposed Cabazon Community Plan includes the following policy applicable to future development in regard to adequate water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities:

INF-1.1 Comprehensive Infrastructure Improvements. Facilitate the planning, design, and implementation of domestic water, wastewater, stormwater drainage, energy infrastructure, and telecommunications facilities necessary to serve existing and future development within the Cabazon Community Plan area. Infrastructure improvements shall be coordinated with land use planning and implemented in accordance with the policies, analysis, and conceptual infrastructure design identified in the Cabazon Infrastructure Plan. The County shall coordinate infrastructure phasing, capital improvement programming, and financing mechanisms—including development impact fees, developer-funded improvements, grants, and other funding sources—to ensure that adequate infrastructure capacity is available to support planned growth while promoting reliable service, public health and safety, environmental protection, and efficient long-term system operation.

Compliance with the County's established regulatory framework, proposed Cabazon Community Plan Policy INF-1.1, and the mitigation framework established by this PEIR would reduce impacts. However, as noted in Section 6.1, the project would result in significant and unavoidable impacts concerning aesthetics, air quality, biological resources, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, and transportation. Impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to Section 3.1 through Section 3.16.

Level of Significance: Significant and unavoidable impact.

Water Supply

Impact 3.15-2 **The project would not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be significant and unavoidable.**

Water services in Cabazon are provided by CWD, DWA, and MSWD. As depicted on Figure 2-5, the CWD service area is the only water district to overlap the Cabazon Community Plan Area.

The MSWD boundary is located northeast of the Community Plan and the DWA boundary is located to the southeast of the Cabazon Community Plan; refer to "Existing Water District Boundaries" included in the CIP. Refer to Section 2.4.2 and Figure 2-5 for a description of the CIP's proposed domestic water supply and distribution facilities.

The CIP estimates future water demand for the project based on the Cabazon Community Plan's land use map and estimated build out capacity. At full buildout, the Cabazon Community Plan's projected water demand is estimated at 7,196,675 gallons per day (gpd), or 8,061 AFY; refer to Table 3.15-3, *Projected Domestic Water Demand*. These demands may be accounted for by CWD, DWA, or MSWD depending on where an implementing project of the Cabazon Community Plan is located. A description of CWD, DWA, and MSWD's projected water supplies and demands are provided below.

TABLE 3.15-3 PROJECTED DOMESTIC WATER DEMAND

Land Use Within Cabazon Community Plan Area	Domestic Water				
LAND USE	**Description**	**ACREAGE**	**Density**	**Demand (gpd/ac)**	**Total (gpd)**
CR	Commercial Retail (0.20-0.35 FAR)	244.2	0.20-0.35 FAR	2,000	**488,400**
HDR	High Density Residential	100.0	N/A	3,000	**300,000**
HHDR	High Density Residential	281.6	14-40 du/ac	4,000	**1,126,400**
IND	Indian Lands		N/A		**0**
LDR	Low Density Residential	1955.7	0.5ac min	1,000	**1,955,700**
LI	Light Industrial	1076.1	0.25-0.60 FAR	1,500	**1,614,150**
MDR	Medium Density Residential	192.1	2-5 du/ac	1,750	**336,175**
MUA	Mixed Use Area	538.6	5edu/ac	2,000	**1,077,200**
OS-C	Open Space - Conservation	383.5	N/A		**0**
OS-CH	Open Space - Conservation Habitat		N/A		**0**
OS-RUR	Open Space - Rural		1 du/20ac	35	**0**
OS-W	Open Space - Water		N/A		**0**
PF	Public Facilities	19.0	≤0.60 FAR	2,250	**42,750**
RD	Rural Desert	187.0	10ac min	75	**14,025**
RM*	Rural Mountainous	1083.2	10ac min	75	**0**
RR	Rural Residential	1353.0	5ac min	125	**169,125**
VLDR	Very Low Density Residential	145.5	1ac min	500	**72,750**
TOTAL					**7,196,675**

Source: Albert A. Webb Associates, *Cabazon Infrastructure Plan*, March 2026.
* Unlikely to be served by sewer and water due to topography/cost of supportive infrastructure

CWD

According to Table 9, A*verage Supply versus Demand*, of the San Gorgonio IRWM Water Supply Reliability Study, it is expected that by 2045, average annual demands of participating San Gorgonio IRWM stakeholders (including CWD) may start exceeding average annual supply, and that under extended dry periods, the demands of the region could exceed the total balance of supplies available to the region for several consecutive years.

DWA

According to Tables 6-27, 6-28, and 6-29 of the Coachella Valley RUWMP, DWA water supplies are anticipated to exceed demands through 2050 under normal, single dry year, and multiple dry year conditions.

MSWD

According to Tables 8-26, 8-27, and 8-28 of the Coachella Valley RUWMP, MSWD water supplies are anticipated to exceed demands through 2050 under normal, single dry year, and multiple dry year conditions.

Although DWA and MSWD project adequate water supplies through 2050, the RUWMP forecast demands are based on adopted General Plans. As the project involves a General Plan Amendment (GPA No. 1206 [Cabazon Community Plan]), the water demands assumed in the RUWMP would be exceeded with project implementation and the potential exists that DWA and MSWD would not have sufficient water supply to serve future development through 2050, including in dry and multiple dry years. Similarly, as CWA's supplies are anticipated to be exceeded by 2045, the potential exists that CWA would not have sufficient water supply to serve future development accommodated by the Cabazon Community Plan.

CWD and other participating stakeholders in the San Gorgonio IRWMP have identified a number of objectives to increase water supply availability and reliability and correct anticipated supply shortages in 2045. These include implementing recycled water projects that provide regional water supply benefits, further diversifying the region's water portfolio, expanding infrastructure to maximize groundwater storage through recharge of imported water and the capture and storage of stormwater, and reducing the region's potable water consumption through water use efficiency; refer to Chapter 4, *Resource Management Strategies*, of the San Gorgonio IRWMP.

As discussed, feasible future development under the project is assumed to occur over a 30-year buildout horizon; thus, any increase in water demands would occur gradually as additional development and associated population growth is added to Cabazon. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure; refer to Section 3.12.

Nonetheless, the County, CWD, DWA, and MSWD would review future development on a project-by-project basis through the County's entitlement review process and the districts' standard Will-Serve process to ensure the availability of water supplies. Where applicable, in compliance with SB 221 and SB 610 requirements, future development would be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or Water Supply Assessment from CWD, DWA, and MSWD, depending on the size of the project (see State CEQA Guidelines Section 15155 for a definition of a "water demand project" that would be subject to a Water Supply Assessment). Compliance with these existing processes, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS-4.1 through OS 4.4, and C-25.1) would reduce impacts on water supply. The County would also enforce all existing laws and regulations pertaining to water conservation, including relevant water efficiency standards enumerated in the CCR and CBC; refer to Section 3.15.2, *Regulatory Framework*.

Additionally, the proposed Cabazon Community Plan includes the following policy applicable to future development in regard to adequate water supplies:

INF-1.1 Comprehensive Infrastructure Improvements. Facilitate the planning, design, and implementation of domestic water, wastewater, stormwater drainage, energy infrastructure, and telecommunications facilities necessary to serve existing and future development within the Cabazon Community Plan area. Infrastructure improvements shall be coordinated with land use planning and implemented in accordance with the policies, analysis, and conceptual infrastructure design identified in the Cabazon Infrastructure Plan. The County shall coordinate infrastructure phasing, capital improvement programming, and financing mechanisms—including development impact fees, developer-funded improvements, grants, and other funding sources—to ensure that adequate infrastructure capacity is available to support planned growth while promoting reliable service, public health and safety, environmental protection, and efficient long-term system operation.

Compliance with the established regulatory framework, in addition to proposed Cabazon Community Plan Policy INF-1.1, would ensure impacts to water supply are less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Wastewater Treatment Capacity

Impact 3.15-3	**The project would result in a determination by the wastewater treatment provider which serves, or may serve, the project that the project has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant with mitigation incorporated.**

The CIP estimates future treatment demand for the project based on the Cabazon Community Plan's land use map and estimated build out capacity. At full build out, the Cabazon Community Plan's projected wastewater demand is estimated at 3,172,926 gpd; refer to Table 3.15-4, *Projected Wastewater Generation*.

TABLE 3.15-4 PROJECTED WASTEWATER GENERATION

Land Use Within Cabazon Community Plan Area			Wastewater		
LAND USE	**Description**	**ACREAGE**	**Density**	**WW Generation (gpd/ac)**	**Total (gpd)**
CR	Commercial Retail (0.20-0.35 FAR)	244.2	0.20-0.35 FAR	1,175	**286,935**
HDR	High Density Residential	100.0	8-14 du/ac	2,000	**0**
HHDR	High Density Residential	281.6	14-40 du/ac	2,700	**760,320**
IND	Indian Lands		N/A		**0**
LDR	Low Density Residential	1955.7	0.5ac min	265	**518,261**
LI	Light Industrial	1076.1	0.25-0.60 FAR	750	**807,075**
MDR	Medium Density Residential	192.1	2-5 du/ac	750	**144,075**
MUA	Mixed Use Area	538.6	5edu/ac	1,000	**538,600**
OS-C	Open Space - Conservation	383.5	N/A		**0**
OS-CH	Open Space - Conservation Habitat		N/A		**0**
OS-RUR	Open Space - Rural		1 du/20ac	35	**0**
OS-W	Open Space - Water		N/A		**0**
PF	Public Facilities	19.0	≤0.60 FAR	1,200	**22,800**
RD	Rural Desert	187.0	10ac min	26	**4,862**
RM*	Rural Mountainous	1083.2	10ac min	26	**0**
RR	Rural Residential	1353.0	5ac min	52	**70,356**
VLDR	Very Low Density Residential	145.5	1ac min	135	**19,643**
TOTAL					**3,172,926**

*** Unlikely to be served by sewer and water due to topography/cost of supportive infrastructure**

Source: Albert A. Webb Associates, *Cabazon Infrastructure Plan*, March 2026.

In order to support future development, the CIP identifies the following individual wastewater infrastructure improvement projects in the CIP include the following:

- **Backbone Sewer System:** A network of gravity sewer pipelines would be required to collect wastewater from developed areas. These improvements would take place in the existing public ROW.
- **WWTP:** In support of providing sewer service to the Cabazon Community Plan Area, a WWTP with the capacity up to 4.5 mgd is required. The WWTP would require the development of sewage lift stations to pump effluent back to the WWTP; refer to Figure 2-6 for potential wastewater treatment plant locations.
- **Lift Stations:** For planning purposes, the interim condition identified in Figure 2-6 is assumed to require one temporary lift station to convey flows north to the proposed treatment facility. Under the ultimate condition, the collection system is assumed to include two permanent lift stations located at hydraulically favorable downstream locations to maximize tributary service areas, consolidate flows, and reduce the overall extent of trunk sewer infrastructure. Final lift station placement and system configuration will be refined during subsequent phases of collection system planning and design

Currently, CWD does not provide sewer service, and no formal wastewater utility exists within the CCP. A future feasibility study would be necessary to determine the most appropriate ownership and operational structure for a new sewer system and is identified as Mitigation Measure **USS-1**. Several potential models could be considered, including expansion of services by the CWD, a regional partnership with the city of Banning, or creation of a Community Facilities District (CFD) overseen by the County of Riverside. Each option carries different implications related to governance, funding, long term maintenance, and regulatory oversight. These considerations

would be evaluated in greater detail as part of future planning and feasibility efforts required by Mitigation Measure **USS-1**. The County has initiated a separate wastewater feasibility study to further evaluate treatment plant sizing, treatment technology, and site selection.

The number and size of lift stations required would depend on the final location of the treatment facility. A centrally located treatment plant could require multiple lift stations to move wastewater from lower elevation areas. A more southerly and easterly location would allow a greater portion of the system to operate by gravity, reducing the number of lift stations needed and improving overall system efficiency. These tradeoffs would be carefully considered as part of future design and feasibility work.

As discussed, feasible future development under the project is assumed to occur over a 30-year buildout horizon; thus, any increase in wastewater treatment demands would occur gradually as additional development and associated population growth is added to Cabazon. In addition, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure; refer to Section 3.12.

After the new sewer system identified by the CIP and future wastewater feasibility study is constructed, the County of Riverside and sewer service provider would review future development on a project-by-project basis through the County's entitlement review process and standard Will-Serve process to ensure adequate capacity exists for wastewater treatment. Future development would be required to comply with the RCC, CWD, or Banning regulations to connect to the proposed sewer system depending on results of the feasibility study. This would include the payment of a sewer connection fee to construct new sewer infrastructure and/or incremental expansions to the existing sewer system to accommodate individual development to preclude any impact of the development on the sewer system. Compliance with these existing processes, in addition to relevant General Plan policies (LU 5.2 and 5.3, OS 3.1, OS 3.2, and OS 16.1) would also reduce impacts concerning wastewater treatment services. The County would also enforce all existing laws and regulations pertaining to wastewater generation and treatment, including CCR laws requiring water-efficient plumbing fixtures in structures; refer to Section 3.15.2. Finally, the County would review future development projects against proposed Cabazon Community Plan Policy INF-1.1, which would facilitate the planning, design, and implementation of wastewater facilities necessary to serve existing and future development within the Cabazon Community Plan area.

As buildout of the project would occur incrementally and impacts related to population would be less than significant, compliance with Mitigation Measure **USS-1**, proposed Cabazon Community Plan Policy INF-1.1, and the existing regulatory framework discussed above would reduce impacts to less than significant.

Mitigation Measures:

USS-1 **Wastewater Feasibility Study.** Prior to commencement of development within the Cabazon Community Plan Area, the County shall undertake a feasibility study to evaluate potential ownership and operational models for the proposed wastewater infrastructure. Options include, but are not limited to:

- Cabazon Water District (CWD): Expansion of services to include wastewater.
- City of Banning: Potential regional partnership or annexation.
- Community Facilities District (CFD): Created and managed by the County of Riverside to oversee wastewater infrastructure.

Each option should be evaluated based on governance structure, funding mechanisms, long-term maintenance responsibilities, and regulatory compliance. The design, operational model, and ownership of the wastewater treatment facility shall be established prior to issuing building permits for any development in the Cabazon Community Plan Area.

Level of Significance: Less than significant impact with mitigation incorporated.

Solid Waste Infrastructure Capacity

Impact 3.15-4	**The project could generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.**
Impact 3.15-5	**The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.**

Project implementation would increase residential densities and non-residential land use intensities in specific areas, and could introduce aboveground CIP facilities (i.e., substations, wastewater treatment plants, water tanks, etc.) which would result in increased generation of solid waste. CR&R and Waste Management, Inc. provide solid waste collection and disposal services to the project area. Collected waste is disposed of at Lamb Canyon, Badlands, El Sobrante, Oasis, and Blythe landfills, which have a combined remaining capacity of 142,233,583 million cubic yards to serve future development and CIP facilities resulting from the proposed project.

Solid waste disposal services must follow Federal, State, and local statutes and regulations related to the collection of solid waste. Future development within the project area would be required to comply with all applicable State and local waste diversion requirements, including AB 939, Senate Bill 1016, and the California Green Building Standards Code. Future implementing projects would also be subject to SB 1383. In September 2016, the State set methane emission reduction targets for California in SB 1383, intended as a Statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California's economy. SB 1383 establishes Statewide targets to reduce the amount of organic waste disposed of in landfills (50 percent reduction by 2020 and 75 percent by 2025). It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need.

Therefore, project disposal requirements can be met by the existing landfills and the project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Impacts would be less than significant in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.15-6	**The project would not result in a cumulatively considerable impact to utilities and service systems. Impacts would be less than cumulatively considerable.**

Development associated with the CIP and Cabazon Community Plan would occur incrementally over an extended planning horizon and would contribute to cumulative demands on utility and service systems when combined with other past, present, and reasonably foreseeable future development in the region. Cumulative projects include approved and pending residential, commercial, industrial, and infrastructure projects within the County of Riverside and adjacent jurisdictions that would increase demand for water supply, wastewater treatment, stormwater drainage, energy, and solid waste disposal services.

The CIP and Cabazon Community Plan, in combination with existing and reasonably foreseeable future projects that utilize the same utilities and service systems as the proposed project, are not anticipated to overburden the respective wastewater, water, stormwater, natural gas, telecom, or solid waste providers, resulting in the need for upgraded or new facilities, the construction of which could result in significant environmental effects. The CIP itself is intended to identify numerous projects related to public infrastructure and facilities that the Community proposes to undertake over the next 30 years in order to support anticipated land use changes associated with implementation of the Cabazon Community Plan. Buildout of these projects, as well as preparation of a wastewater feasibility study pursuant to Mitigation Measure **USS-1**, would offset the Cabazon Community Plan's impacts to utilities and service systems.

Cumulative development occurring within the utility provider service areas would be subject to the payment of appropriate development impact fees and/or the construction of new or expanded utilities on a project-by-project basis, and in accordance with applicable local, State, and Federal agency requirements, to avoid, reduce, and/or mitigate substantial increases in demand (and significant impacts) on utilities and service systems. Concerning solid waste disposal, the Lamb Canyon, Badlands, and El Sobrante have remaining capacity well into the future to accommodate the CIP and Cabazon Community Plan and cumulative projects. Therefore, for the reasons stated above, the project would not contribute to a significant cumulative impact related to utilities and service systems. Cumulative impacts would be less than cumulatively considerable.

Mitigation Measures: Mitigation Measure **USS-1**.

Level of Significance: Less than cumulatively considerable.

3.16. Wildfire

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to wildfire.

This section is based on technical data and analysis from the following:

- County of Riverside General Plan
- California Department of Forestry and Fire Protection (CAL FIRE)

3.16.1. Environmental Setting

Wildfire

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. A wildland-urban interface is an area where urban development is located in proximity to open space or "wildland" areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones. Steep hillsides and varied topography also contribute to the risk of wildland fires. Fires that occur in wildland-urban interface areas may affect natural resources as well as life and property.

Fire Hazard Severity Mapping

CAL FIRE has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program. These maps place areas of the State into different fire hazard severity zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The majority of the Cabazon Community Plan area is identified as an LRA, with the exception of SRA lands along the Plan's southern and western boundaries.

In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity (VHFHS) zones or non-VHFHS zones. As shown on Figure 3.16-1, *Fire Hazard Severity Zones Map*, the majority of the project area is located within a High Fire Hazard Severity Zone, with areas designated as VHFHS located along the western and southern boundaries of the project area. Areas that are designated as VHFHSZ are the most likely to experience wildfire, and structures in these zones can be potentially impacted.

Wildfire Protection Services

As discussed in Section 3.13, *Public Services and Recreation*, fire protection in the project area is provided by the Riverside County Fire Department (RCFD) and CAL FIRE. The County

contracts with CAL FIRE to provide fire protection and rescue services in the unincorporated areas of the County. RCFD and CAL FIRE participate in a Cooperate Fire Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource. RCFD, in partnership with CAL FIRE, serves residents of unincorporated areas of the County as well as 21 partner cities. RCFD provides fire protection, emergency medical services, and disaster preparedness and response. The department operates 95 fire stations in six divisions consisting of 15 line battalions, providing fire suppression, emergency medical, technical rescue, fire prevention, and related services.[1]

There is one RCFD fire station in the project area: Riverside County Fire Department Station 24, located at 50382 Irene Street.

3.16.2. Regulatory Framework

Federal

There are no Federal regulations that apply to the proposed project with regard to wildfire hazards.

State

California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 7,500 wildland fires each year (CAL FIRE 2025).

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing Statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all State-owned buildings, State-occupied buildings, and State institutions within California.

[1] Riverside County Fire Department, *Riverside County Fire Stations*, https://www.rvcfire.org/resources/fire-stations, accessed May 1, 2026.

California Fire Plan

The Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The current Statewide Strategic Fire Plan was approved in late 2018.

California Public Resources Code

Fire Hazard Severity Zones – Public Resources Code Sections 4201–4204

Public Resources Code (PRC) Sections 4201–4204 and Government Code Sections 51175–89 direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as FHSZs, define the application of various mitigation strategies to reduce risk associated with wildland fires.

California Fire Code

The 2025 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The County of Riverside has adopted the California Fire Code as part of its building regulations (Riverside County Ordinance No. 457) and implements these standards through its building permit process.

Senate Bill 1241

In 2012, Senate Bill 1241 added Section 66474.02 to Title 7 Division 2 of the California Government Code, commonly known as the Subdivision Map Act. The statute prohibits subdivision of parcels designated very high fire hazard, or that are in a State Responsibility Area, unless certain findings are made prior to approval of the tentative map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal. The three findings are, in brief: (1) the design and location of the subdivision and its lots are consistent with defensible space regulations found in PRC Section 4290-91, (2) structural fire protection services would be available for the subdivision through a publicly funded entity, and (3) ingress and egress road standards for fire equipment are met per any applicable local ordinance and PRC Section 4290.

Local

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP)

The County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP), adopted in April 2023, identifies countywide wildfire risks and outlines mitigation strategies to reduce potential impacts. The plan serves as a guiding framework for integrating wildfire risk reduction into land use planning, development review, and emergency preparedness efforts.

County of Riverside Ordinances

The following Riverside County Ordinances contain regulations that are relevant to the project:

Ordinance No. 695, *Abatement of Hazardous Vegetation*: Under this ordinance, the RCFD distributes hazard abatement notices, roughly 30,000 each year, requiring property owners to reduce the fuels around their property. These notices order property owners to reduce fuels (e.g., flammable grass, brush, etc.) around their property. Requirements for hazard reduction around improved parcels (i.e., those with structures) are set forth in Ordinance No. 787. A minimum 30-foot clearance is required around all structures; it may be extended up to 100 feet in areas with severe fire hazards. On unimproved parcels, the property owner is required to disc or mow 100 feet around the property perimeter. Again, this may be increased (or decreased) from the initial 100-foot width based on visual inspection by the Fire Chief or Chief's designee. The County also requires new development within high fire hazard areas to include a fuel modification program for its WUI, subject to RCFD approval. Lastly, this ordinance also allows the Fire Chief or designee entry onto any real property to inspect when there is reasonable cause that hazardous vegetation exists.

Ordinance No. 787, *Fire Code Standards*: This ordinance adopts and, where necessary amends, the California Fire Code to safeguard lives and property from fire, explosion hazards and hazardous conditions within Riverside County. It also governs the issuance of fire permits and the collection of fees. The Riverside County Fire Department, through the Office of the Fire Marshal (OFM), implements and enforces these requirements and has developed guidelines, policies, and standards to provide detailed direction for demonstrating compliance with the adopted Fire Code. The ordinance helps ensure that structural and nonstructural architectural elements of buildings do not impede emergency egress for fire safety personnel, equipment or apparatus and do not hinder evacuation from fires, including potential blockages of stairways or fire doors. During adoption of Ordinance No. 787, the Riverside County Board of Supervisors also included additional requirements and standards for fire hazard reduction in order to ensure the health, safety and welfare of existing and future residents and workers in Riverside County, based on demands of climate, geography, topography, and geology.

CAL FIRE/Riverside Unit Strategic Fire Plan

The CAL FIRE/Riverside Unit Strategic Fire Plan is a comprehensive, collaborative roadmap for reducing wildfire risk across Riverside County. It was last updated in 2025 and expands beyond the historic focus on the San Jacinto Mountains to address rapidly growing WUI communities and landscapes transformed by drought, invasive pests, and repeated fires. The plan emphasizes pre-fire management—fuels reduction, ignition prevention, fire-safe development, and ecological restoration—to reduce wildfire impacts and improve initial attack success. Six strategic objectives

guide the plan, centered on community protection, interagency coordination, policy improvement, and cost-effective fire management. Through prescribed fire, fuel breaks, defensible space enforcement, public education, and strong partnerships, the plan aims to protect lives, property, infrastructure, watersheds, and natural resources while building long-term fire resilience.

County of Riverside General Plan

Land Use Element

The following policies contained in the County of Riverside General Plan Land Use Element are applicable to the project in regard to wildfire:

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

LU 7.8 Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.

LU 10.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

Safety Element

The following policies contained in the County of Riverside General Plan Safety Element are applicable to the project in regard to wildfire:

S 4.1 All development and construction within FHSZs shall be reviewed by the RCFD and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

a) All proposed development and construction shall meet minimum State, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.

b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code (RCC) of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building would not impede emergency egress for fire safety

staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

c) Proposed development and construction in FHSZs shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and State requirements.

d) Proposed development and construction in FHSZs shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

e) Proposed development and construction in FHSZs shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)

g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in VHFHSZ, or other appropriate zones as determined by the RCFD, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

S 4.2 Require continued long-term operation and maintenance of fuel breaks, brush management, controlled burning, revegetation, and fire roads by Riverside County and private landowners.

S 4.3 Monitor fire-prevention measures (e.g., fuel reduction) through a site-specific fire-prevention plan to reduce long-term fire risks VHFHSZs.

S 4.4 Discourage development and activities in areas with limited water and access roads, unless adequate measures are implemented.

S 4.5 Require proposed development in High or Very High FHSZs be located where fire and emergency services are available or would be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the RCFD.

S 4.6 Request that conceptual landscaping plans for development in FHSZs be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:

- Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
- Retention of existing natural vegetation to the maximum extent feasible.
- Removal of onsite combustible plants.

S 4.7 Site design for development in FHSZs should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by: (AI 60, 81.2, 91)

a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.

b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.

c) Submitting topographic map with site-specific slope analysis.

d) Submitting erosion and sedimentation control plans.

e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department.

f) Minimizing disturbance of 25 percent or greater natural slopes.

g) Or enacting other efforts as appropriate to provide comparable protection.

S 4.8 Locate new critical public facilities outside of High or Very High FHSZs or other areas facing elevated risk of wildfire events. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to community needs during and after disaster events.

S 4.9 Site all new public facilities in areas outside of identified fire hazard severity zones and wildland- urban interface or fire threat areas, as feasible.

S 4.10 Establish neighborhood and building design standards that minimize fire hazards in high fire hazard severity zones, as feasible.

S 4.11 Collaborate with local governments to establish fire fuel management practices in local and regional parks and open spaces., as feasible

S 4.12 Identify existing public and private roadways in fire hazard areas not in compliance with contemporary fire-safe standards, including road standards, vegetation clearance, and other requirements of Sections 1273 and 1274 of the California Code of Regulations to the extent resources are available. Work at retrofitting County-owned roadways as needed to meet current standards and require private property owners to do the same, to the extent feasible and given the absence of other site constraints.

S 4.13 Use ongoing brush clearance fire inspections to educate homeowners on fire prevention tips by implementing annual countywide weed abatement program.

S 4.14 Coordinate with local fire agencies to develop high-visibility fire prevention programs, including those offering voluntary home inspections and promoting awareness of home fire prevention measures.

S 4.15 Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

S 4.16 Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.

S 4.17 Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.

S 4.18 When updating the Safety Element, the MJLHMP or at other times as appropriate, review inter-jurisdictional fire response agreements and improve firefighting resources as recommended in the RCFD Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan. Ensure that fire response agreements and firefighting resources are able to meet current and future needs, including increased demand from new development and changing fire regimes. Ensure that:

- Fire reporting and response times do not exceed the goals listed in the RCFD Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described in these plans.
- Fire flow requirements (e.g., water for fire protection) are consistent with Riverside County Ordinance 787, including requirements for fire hydrant size and outlets, sprinklers, and other water supply needs.
- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for future development types.
- County firefighting agencies have access to water supplies that are regular, reliable, and sufficient to meet long-term needs, including accounting for changes in water supply availability.

S 4.19 Continue to use the RCFD Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives.

S 4.20 Encourage property owners to use clustering and Transfer of Development Rights (TDR) program when developing lands within Fire Hazard Severity Zones, as appropriate, by:

- Exploring restricting the development of a property through placement of conservation easement.

- Considering acquiring the conservation easements similar to that of the Multiple Species Habitat Conservation Plan (MSHCP).

S 4.21 Identify, map, and update FHSZ maps on an as-needed continual basis.

S 4.22 Ensure that the RCFD has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.

S 4.23 Implement a coordination program with fire protection and emergency service providers to reassess fire hazards after wildfire events and adjust fire prevention and suppression needs, including needs for new or revised development and reconstruction standards.

S 4.24 Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.

S 4.25 Implement a long-term fire protection training and education program for government agencies and communities. (AI 93)

S 4.26 Require as feasible automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage these sensors for all residences.

S 6.1 Continually strengthen the Riverside County Emergency Management Department's Response Plan and MJLHMP (as approved by the Federal Emergency Management Agency (FEMA)) and maintain mutual-aid agreements with Federal, State, local agencies, and the private sector to assist in:

a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress

b) Heavy search and rescue

c) Fire suppression

d) Hazardous materials response

e) Temporary shelter

f) Geologic and engineering needs

g) Traffic and crowd control

h) Building inspection

S 6.10 Regularly review and clarify emergency evacuation plans for dam failure, inundation, fire, and hazardous materials releases. The County shall also continue to maintain, periodically update, and test the effectiveness of the Emergency Operations Plan.

S 7.1 Collaborate with local governments and special districts in Riverside County as well as with Inland Southern California Climate Collaborative to develop and implement regional climate change adaptation and resilience initiatives.

S 7.2 Support the Resilient IE project to foster increased community resilience to climate-related hazards in unincorporated Riverside County and across the wider region. Incorporate the Resilient IE project files, including the Western Riverside County Vulnerability Assessment, the Western Riverside County Adaptation Strategies, and the WRCOG Subregion Hazard and Evacuation Maps, into this Safety Element by reference.

S 7.12 Use natural resources and infrastructure to absorb the impacts of climate change and associated natural hazards, as feasible.

3.16.3. Significance Thresholds and Methodology

Significance Thresholds

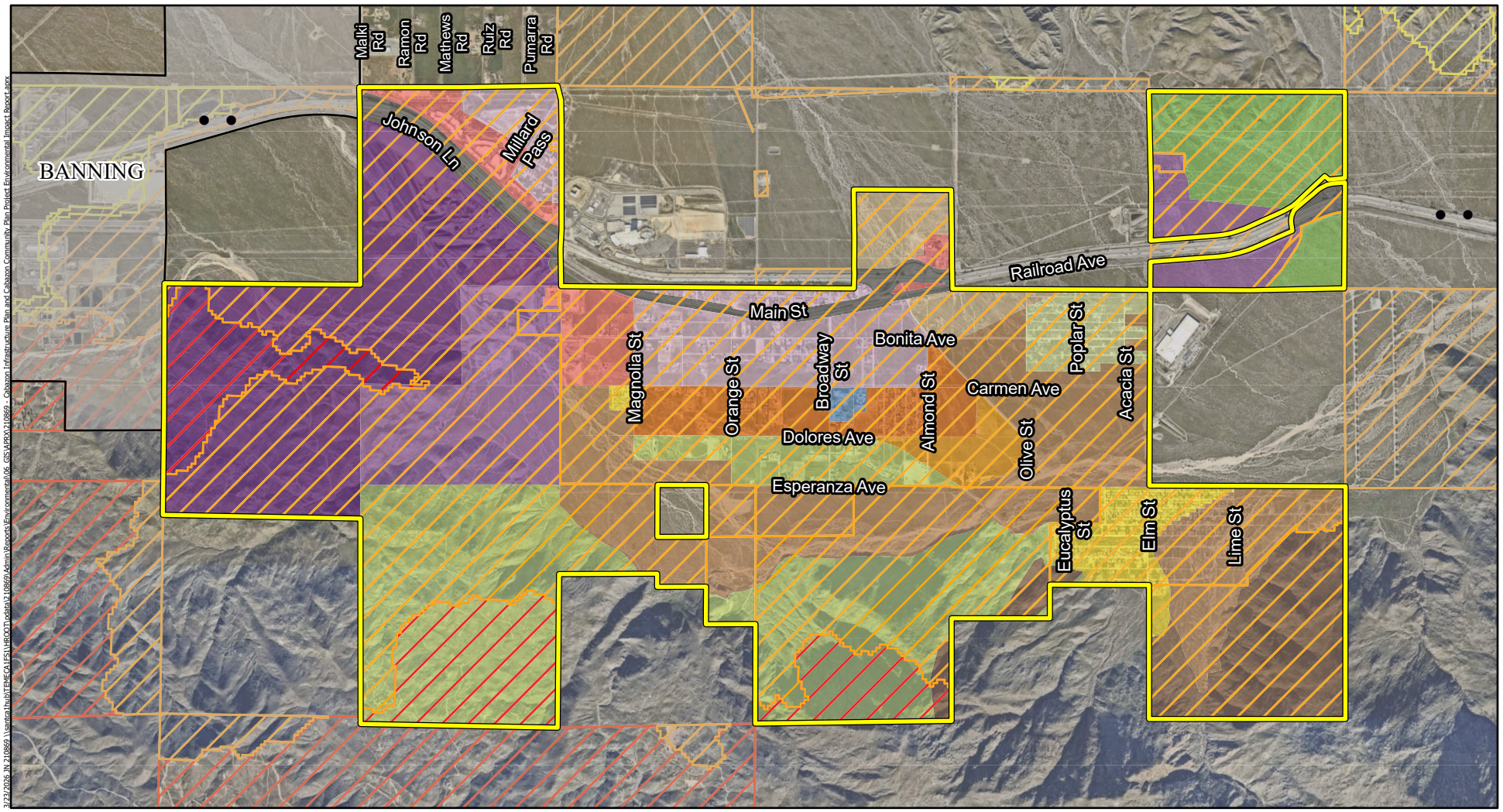
According to Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to wildfire if it is located in or near State responsibility areas or lands classified as very high fire hazard severity zones and would:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan.

2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.



Legend

- Cabazon Community Plan Boundary
- City Boundary

Fire Hazard Severity Zones

- Very High
- High
- Moderate

Proposed Land Use

- Commercial Retail (CR)
- Freeway (FWY)
- High Density Residential (HDR)
- Highest Density Residential (HHDR)
- Heavy Industrial (HI)
- Low Density Residential (LDR)
- Light Industrial (LI)
- Medium Density Residential (MDR)
- Mixed Use Area (MUA)
- Open Space - Conservation (OS-C)
- Public Facilities (PF)
- Rural Desert (RD)
- Rural Mountainous (RM)
- Rural Residential (RR)
- Very Low Density Residential (VLDR)

CABAZON INFRASTRUCTURE PLAN AND CABAZON COMMUNITY PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT

Fire Hazard Severity Zones Map

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: Esri, ArcGIS Online, CalFire, Riverside County, 2026 Nearmap Imagery

Figure 3.16-1

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3.16.4. Project Impacts and Mitigation

Emergency Plans

Impact 3.16-1	**The project could substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.**

The majority of the Cabazon Community Plan area is identified as an LRA, with the exception of SRA lands along the Plan's southern and western boundaries. As shown in Figure 3.16-1, the majority of the project area is located within a HFHSZ, with areas designated as VHFHS located along the western and southern boundaries of the project area. Areas that are designated as VHFHSZ are the most likely to experience wildfire, and structures in these zones can be potentially impacted. Based on Figure 3.16-1, proposed land use designations within areas designated as VHFHSZ include Heavy Industrial (HI), Very Low Density Residential (VLDR), and Rural Mountainous (RM). Based on review of Figure 2-5 through Figure 2-9, no CIP projects are identified on lands designated VHFHSZ with the exception of new electrical utility infrastructure; refer to Figure 2-8, *Proposed Dry Utilities Map – Electricity*.

The RCFD in cooperation with CAL FIRE provides fire and emergency response service to unincorporated Riverside County. RCFD has adopted a Standards of Coverage and Deployment Plan to identify emergency facilities, deployment strategies, and have appropriate personnel and equipment available to effectively deal with emergency situations within the County. Future development associated with the Cabazon Community Plan and future CIP projects would not require or result in revisions to the adopted Standards of Coverage and Deployment Plan. Furthermore, the County would continue to implement General Plan Policies S 6.1, through S 6.5 in regard to providing emergency communication alerts, multilingual staff personnel to convey alerts, using incentives for encouraging emergency self-sufficient neighborhoods, and conducting regional drills during earthquakes and other hazards.

Any potential to impair an adopted emergency response plan or emergency evacuation plan would be evaluated on a project-by-project basis for individual development projects within the project area. As needed, conditions of approval and/or mitigation measures would be imposed to address potential impacts, consistent with Ordinance No. 787. Ordinance No. 787 adopts the California Fire Code, as amended, to protect life and property from fire, explosion, and other hazardous conditions; regulate the issuance of permits and collection of fees; and establish standards for fire apparatus access roads. Future development would also be required to comply with applicable Riverside County Fire Department OFM guidelines, including but not limited to OFM-01A (Fire Department Access) and OFM-01B (Fire Department Water Supply), to ensure adequate emergency access and fire protection infrastructure.

It is a goal of the Cabazon Community Plan to provide safe and reliable community access (Goal AC-1). Further, the CIP identifies proposed roadway improvements to accommodate future growth at buildout and improve emergency response and evacuation; refer to Figure 2-9, *Proposed Road Circulation*. The proposed Cabazon Community Plan includes the following policies applicable to future development in regard to emergency response and evacuation:

INF-3.1 Fire Protection Services. Support continued coordination with the Riverside County Fire Department and CAL FIRE to maintain adequate fire protection, emergency medical response, and wildfire suppression services for the Cabazon community as development occurs.

INF-3.2 Emergency Access and Fire Safety Infrastructure. Require new development to comply with applicable fire code requirements related to emergency access, water supply, defensible space, and other fire protection measures necessary to ensure adequate emergency response capability.

INF-3.3 Fire Department Review. The Riverside County Fire Department will evaluate proposed development within the Community Plan area for compliance with applicable codes and regulations related to construction features, fire protection systems, emergency access, and defensible space. Projects with unique hazards may require enhanced fire-resistive construction, fire protection systems, site access design, or expanded defensible space consistent with prescriptive or performance-based code pathways. Future development within the Community Plan area in any Fire Hazard Severity Zone located within the State Responsibility Area or applicable zones within the Local Responsibility Area will be required to provide defensible space, including strategic fuel modification, parcel siting, building setbacks, and protection of Undeveloped Ridgelines and fuel breaks, which may include greenbelts, greenways, open spaces and parks.

In addition, implementing projects of the CIP and Cabazon Community Plan located within a Fire Hazard Severity Zone would be required to prepare and submit a Hazardous Vegetation and Fuel Management Plan to the OFM prior to any new parcel map recording. The Hazardous Vegetation and Fuel Management Plan would provide a proactive wildfire mitigation strategy to manage flammable vegetation, reduce wildfire intensity, and slow the spread of fire. Through adherence with adopted State regulations (see Section 3.16.2, *Regulatory Framework*, for California Fire Code, California Emergency Services Act, and SEMS), County regulations (Ordinance No. 787 and applicable General Plan Safety Element policies), in addition to proposed Cabazon Community Plan Policies INF-3.1 through INF-3.3, impacts related to emergency response and evacuation plans would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Exacerbation or Exposure to Wildfire Risks

Impact 3.16-2 **Due to slope, prevailing winds, and other factors, the project could exacerbate wildfire risks, and thereby expose project occupants to**

pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Most of the Cabazon Community Plan area is within an LRA, except for SRA lands along the southern and western boundaries. As shown in Figure 3.16-1, VHFHSZ areas are mapped along the western and southern boundaries. Proposed land use designations in VHFHSZ areas include HI, VLDR, and RM. Review of Figures 2-5 through 2-9 indicates that no CIP projects are proposed in VHFHSZ areas, except for new electrical utility infrastructure shown on Figure 2-8.

Surface wind patterns in the Cabazon area are characterized by strong and persistent winds that are funneled through the San Gorgonio Pass; refer to Section 3.2, *Air Quality*. As a result, employees at the proposed HI uses and future residents of the proposed VLDR and RM uses could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. However, it should be noted that lands proposed as HI are owned by Robertson's Ready Mix, an aggregate quarry and processing facility, and are presently designated RD, RM, and RR. With implementation of the project, these lands would be redesignated to HI to reflect Robertson's Ready Mix's existing mining and processing operations, which operate under a vested rights agreement that predates the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA is California's statewide law governing surface mining and reclamation requirements; because Robertson's Ready Mix's operations predate SMARA, they are not subject to its permitting constraints. Accordingly, the proposed land use changes under the Cabazon Community Plan would protect existing operations at Robertson's Ready Mix and would not expose additional employees to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. In addition, the new electrical utility infrastructure located within the VHFHSZ shown on Figure 2-8 generally would not introduce substantial new employees to the project area other than for infrequent maintenance activities.

Nonetheless, future development and CIP projects would be required to comply with applicable provisions of the CBC, California Fire Code (County Ordinance 787), and RCFD Standards pertaining to human health and safety. The County would review all site-specific development proposals to ensure compliance with these regulations as well as proposed Cabazon Community Plan Policies INF-3.1 through INF-3.3.

The potential to exacerbate wildfire risks and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be addressed on a project-by-project basis for individual projects within the project area and conditions of approval and/or mitigation would be placed on projects to address any potential impacts, consistent with the Safety Element and Ordinance No. 787. Through proper site design and compliance with standard and emergency County access requirements, future development and CIP projects would not exacerbate wildfire risk, or expose occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Associated Infrastructure

Impact 3.16-3	**The project could require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts would be less than significant.**

Most of the Cabazon Community Plan area is within an LRA, except for SRA lands along the southern and western boundaries. As shown in Figure 3.16-1, VHFHSZ areas are mapped along the western and southern boundaries. Proposed land use designations in VHFHSZ areas include HI, VLDR, and RM. Review of Figures 2-5 through 2-9 indicates that no CIP projects are proposed in VHFHSZ areas, except for new electrical utility infrastructure shown on Figure 2-8.

As noted above, the proposed land use changes under the Cabazon Community Plan would protect existing operations at Robertson's Ready Mix as HI and would not expand existing mining and processing operations. Future VLDR and RM development accommodated by the Cabazon Community Plan could include development of locally serving roads, fuel breaks, emergency water sources, power lines, or other utilities within the VHFHSZ and/or SRA. In addition, the CIP's proposed new electrical utility infrastructure may include access roads, fuel breaks, and power lines within the VHFHSZ and/or SRA.

Each future development and CIP project would be reviewed and conditions of approval placed on the proposed project to address any potential impacts, consistent with the Safety Element's Fire Hazards section and Ordinance No. 787, which includes specifications regarding Fire Apparatus Roads. If new roads are proposed, due to the relatively fire-proof nature of roads, no adverse impacts are anticipated. In addition, roads provide fire or fuel breaks and routes for firefighters to access areas with wildland fires. Therefore, these improvements would be beneficial to reducing wildland fire hazards. Per Section 10.2.J (Land Division Improvements) of Ordinance No. 460 (Regulating the Division of Land of the County of Riverside), projects which are located in High Fire Hazard Areas as shown on the Riverside County General Plan Hazardous Fire Area Map require the following special fire mitigation measures:

1. Roofs, eaves and siding must be constructed with Class B fire resistant roofing materials;

2. A buffer of fire-retardant landscaping for appropriate distances from structures; and

3. Water facilities improvements such as storage tanks as required by the Fire Chief.

In addition, several existing General Plan policies would reduce fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. General Plan Policy S 5.2 encourages continued operation of programs for fuel breaks, brush management, controlled burning, revegetation, and fire roads. Policy S 4.4 limits or prohibits development or activities in areas lacking water and access roads. Lastly, Policy S 4.1, which addresses proposed development (including associated infrastructure) states that all proposed development and construction within FHSZs shall be reviewed by the Riverside County Fire and Building and Safety departments. Policy S 4.1 also states that all proposed development and

construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. To ensure future development facilitated by the project is designed to minimize potential wildfire risk, the future project(s) would be required to comply with applicable provisions of the CBC, California Fire Code, Riverside County Ordinance Nos. 460 and 787, and RCFD Standards pertaining to human health and safety. The County would review all project plans to ensure compliance with these regulations, as well as proposed Cabazon Community Plan Policies INF-3.1 through INF-3.3. Following compliance with the established regulatory framework, the project would not exacerbate fire risk or result in temporary or ongoing environmental impacts from the installation or maintenance of associated infrastructure. Impacts would be less than significant.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Exposure to Significant Slope or Drainage Risks

Impact 3.16-4	**The project could expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant.**

As discussed above, most of the Cabazon Community Plan area is within an LRA, except for SRA lands along the southern and western boundaries. As shown in Figure 3.16-1, VHFHSZ areas are mapped along the western and southern boundaries. Proposed land use designations in VHFHSZ areas include HI, VLDR, and RM. Review of Figures 2-5 through 2-9 indicates that no CIP projects are proposed in VHFHSZ areas, except for new electrical utility infrastructure shown on Figure 2-8.

Review of Figure 3.9-1, *FEMA Flood Hazard Map*, indicates the Cabazon Community Plan is within and adjacent to 1 percent Annual Chance (100-year) Flood Hazard Zones (Zone A) and Areas of Undetermined Flood Hazard Zones (Zone D). The Flood Hazard Zones correlate to San Gorgonio River and natural watercourses within Millard Canyon and Stubble Canyon that discharge flows into the river; refer to Section 3.9, *Hydrology and Water Quality*. However, none of these areas overlap with areas mapped as SRA and/or VHFHSZ; refer to Figure 3.16-1.

Steep slope terrain is present in the northern and southern boundaries of the project area; refer to Figure 3.6-4. Therefore, future development and CIP projects within the project area could expose people or structures to landslides. As discussed in Section 3.6, *Geology and Soils*, the General Plan Safety Element contains policies intended to minimize the impact of landslides on Riverside County's citizens, property, and economy. Future development activities and CIP projects in these areas would specifically be subject to General Plan Policy S 2.2, which requires geological and geotechnical investigations in areas with potential for earthquake-induced hazards, including landslides. Further, General Plan Policies S 2.8 through S 2.14 would be required, which address landslides, rockfalls, and debris flows. Future projects would also be subject to RCC Chapter 15.60.050, *Geologic Report,* which requires preparation of a Geologic

Report that would evaluate hillside slopes and soil content to minimize potential hazards to future development as a result of landslides. Additionally, the proposed Cabazon Community Plan includes proposed Policy INF-2.6 to require future development to comply with seismic and geologic hazard policies of the Riverside County General Plan and Multi-Jurisdictional Local Hazard Mitigation Plan.

Future development and CIP projects would also be required to comply with applicable provisions of the CBC, California Fire Code (County Ordinance 787), and RCFD Standards pertaining to human health and safety. The County would review all site-specific development proposals to ensure compliance with these regulations as well as proposed Cabazon Community Plan Policies INF-2.6 and INF-3.1 through INF-3.3.

Following compliance with the established regulatory framework described above, in addition to proposed Cabazon Community Plan Policies INF-2.6 and INF-3.1 through INF-3.3, the project would result in a less than significant impact concerning exposure to significant slope or drainage risks.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

Cumulative Impacts

Impact 3.16-5	**The project would not result in a significant cumulative impact related to wildfire. Impacts would be less than cumulatively considerable.**

Like the proposed project, cumulative development occurring within SRAs and/or FHSZs would be subject to risk of wildfire hazards. Development of cumulative projects occurring within SRAs and/or FHSZs would be subject to minimum standards for fire safety, including but not limited to those enumerated by the CBC and California Fire Code. Implementation of these standards would ensure cumulative impacts with respect to wildfire hazards are less than significant. As indicated above, the CIP and Cabazon Community Plan would not result in significant wildfire hazard impacts following conformance with the applicable provisions of the CBC, California Fire Code (County Ordinance 787), General Plan policies, and RCFD Standards pertaining to human health and safety. The County would review all site-specific development proposals to ensure compliance with these regulations as well as proposed Cabazon Community Plan policies related to fire protection and wildfire safety. It is a goal of the Cabazon Community Plan to provide safe and reliable community access (Goal AC-1). Further, the CIP identifies proposed roadway improvements to accommodate future growth at buildout and improve emergency response and evacuation; refer to Figure 2-9. Thus, the project's incremental effects would not be cumulatively considerable.

Mitigation Measures: None required.

Level of Significance: Less than cumulatively considerable.

4. EFFECTS FOUND NOT TO BE SIGNIFICANT

California Public Resources Code Section 21003(f) states, "It is the policy of the State that…all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that "an EIR [environmental impact report] shall identify and focus on the significant impacts of the proposed project on the environment," and Section 15143, which states that "the EIR shall focus on the significant effects on the environment." As stated in Section 15128 of the CEQA Guidelines, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

In the course of evaluation, certain impacts were found not to be significant (no impact) or to be less than significant because the characteristics of the proposed project would not result in such impacts. This section briefly describes such effects. However, other individual impacts found to be less than significant are evaluated in the various Program IR sections (Sections 3.1 through 3.16) to more comprehensively discuss why impacts are less than significant in order to better inform decision-makers and the general public.

4.1. Agriculture and Forestry Resources

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

There are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program in the project area.[1] According to the California Department of Conservation Important Farmland Finder, the following designations exist within the project area: Urban and Built-Up Land, Grazing Land, Farmland of Local Importance, and Other Land. In addition, there no lands designated for agriculture use in the project area by the General Plan; refer to Figure 2-3, *Existing Land Use Map*. No impact would occur in this regard.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

According to the California Williamson Act Enrollment Finder, there are no lands enrolled under the Williamson Act in the project area.[2] Further, there are no lands that fall under the County's agricultural zoning designation within the project area. While some zoning designations within the

[1] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/dlrp/ciff/, accessed February 10, 2026.

[2] California Department of Conservation, *Williamson Act Enrollment Finder*, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/, accessed February 17, 2026.

project area allow for some agricultural uses, they are not considering agricultural zoning pursuant to Riverside County Code (RCC) Title 17, *Zoning*. Accordingly, implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur in this regard.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

According to the County's Zoning Map, there are no lands within the project area zoned forest land, timber land, or timberland production. Because the project site does not contain these lands, the project would not conflict with any existing zoning for forest or timberlands. Therefore, no impact would occur.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

As mentioned in Response 4.1(c), there are no lands designated as forest land in the project area. Accordingly, the project would not result in the loss or conversion of forestland. No impact would occur.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?*

As mentioned above, there are no lands designated for agricultural use or forest land in the project area. Therefore, implementation of the proposed project would not result in the conversion of Farmland to a nonagricultural use or conversion of forestland to non-forest use. Impacts would be less than significant in this regard.

4.2. Mineral Resources

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

Based on mineral land classification maps produced by the California Geological Survey, portions of the project area are designated Mineral Resource Zone 2 (MRZ-2), indicating areas where geologic data indicates that significant Portland cement concrete-grade (PCC-Grade) aggregate resources are present.[3] It should be noted that the project area includes lands owned by Robertson's Ready Mix, an aggregate quarry and processing facility, which are presently designated RD, RM, and RR; refer to Figure 2-3, *Existing Land Use Map*. With implementation of the project, these lands would be redesignated to HI to reflect Robertson's Ready Mix's existing mining and processing operations, which operate under a vested rights agreement that predates the Surface Mining and Reclamation Act of 1975 (SMARA); refer to Figure 2-4, *Proposed Land*

[3] California Geological Survey, *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counites*, California, 2008.

Use Map. SMARA is California's Statewide law governing surface mining and reclamation requirements; because Robertson's Ready Mix's operations predate SMARA, they are not subject to its permitting constraints. Accordingly, the proposed land use changes under the Cabazon Community Plan would protect existing operations at Robertson's Ready Mix and would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Impacts would be less than significant in this regard.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Refer to Response 4.2(a) above. Impacts would be less than significant.

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5. ALTERNATIVES

5.1. Introduction

In accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

5.2. Project Objectives

The purpose of the proposed project is to implement the Cabazon Community Plan and corresponding Cabazon Infrastructure Plan (CIP) in accordance with the County's 6th Cycle Housing Element Action H-27. The objectives of the proposed project are presented in Section 2.0, *Project Description*, and are listed below:

- Implement 6th Cycle Housing Element Action H-27 to improve low-resource areas access to opportunity by preparing community plans and infrastructure plans for areas in need of focused investment.
- Develop a mitigation framework to ensure consistent and effective implementation of environmental protections.
- Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations.
- Encourage stronger community character, sense of place and enhance the overall quality of development for the community.
- Promote higher density housing and greater housing variety to achieve the County's 6th Cycle Regional Housing Needs Assessment housing goals.
- Promote better job/housing balance by providing increased commercial, industrial, and mixed-use land uses.

5.3. Significant Impacts of the Proposed Project

Based on the analysis contained in Section 3.1, *Aesthetics*, through Section 3.16, *Wildfire*, the project would result in significant and unavoidable impacts related to aesthetics, air quality, biological resources, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, transportation, and utilities and service systems,

despite implementation of all applicable and feasible mitigations. Specifically, the project would result in significant and unavoidable impacts related to:

- Aesthetics
    - The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Impacts would be significant and unavoidable.
    - The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative aesthetic impact. Impacts would be cumulatively considerable.
- Air Quality
    - The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.
    - The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. Impacts would be significant and unavoidable.
    - The project would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.
    - The project would result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable Federal or State ambient air quality standard or other cumulative impacts related to air quality. Impacts would be cumulatively considerable.
- Biological Resources
    - The project would have a potentially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be significant and unavoidable.
    - The project would have a substantial adverse effect on any 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 US Fish and Wildlife Service. Impacts would be significant and unavoidable.
    - The project would have a potentially substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be significant and unavoidable.
    - The project would have the potential to interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be significant and unavoidable.
    - The project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be significant and unavoidable.

  - The project would conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Impacts would be significant and unavoidable.
  - The project would have the potential to result in a significant cumulative impact related to biological resources. Impacts would be cumulatively considerable.
- Cultural and Tribal Cultural Resources
  - The project would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.
  - The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.
  - The project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:
    - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
    - Impacts would be significant and unavoidable.
  - The project would result in a significant cumulative impact related to cultural and tribal cultural resources. Impacts would be cumulatively considerable.
- Greenhouse Gas Emissions
  - The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be significant and unavoidable.
  - The project would have the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be significant and unavoidable.
  - The project would have the potential to result in a significant cumulative impact related to greenhouse gas emissions. Impacts would be cumulatively considerable.
- Hydrology and Water Quality
  - Project implementation would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be significant and unavoidable.
  - The project would result in a significant cumulative impact to hydrology and water quality. Impacts would be cumulatively considerable.
- Land Use and Planning

    - The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.
- Noise
    - The project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be significant and unavoidable.
    - The project would result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative noise impact. Impacts would be cumulatively considerable.
- Transportation
    - The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be significant and unavoidable.
    - The project would conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b). Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative transportation impact. Impacts would be cumulatively considerable.
- Utilities and Service Systems
    - The project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be significant and unavoidable.

All other environmental resources would either result in less than significant impacts with mitigation incorporated, less than significant impacts, or no impacts.

5.4. Criteria for Selecting Alternatives

Several criteria were used to select alternatives to the project, as described below.

Ability to Achieve Project Objectives

In selecting alternatives to the project, the County, as Lead Agency, is to consider alternatives that could feasibly attain most of the basic project objectives and avoid or substantially lessen one or more of the significant impacts. For purposes of the alternatives analysis, each alternative herein assessed was evaluated to determine the extent to which it could attain the project's goals and objectives as detailed above.

Elimination/Reduction of Significant Impacts

The alternatives that were analyzed have been selected because they are anticipated to avoid and/or reduce one or more significant project impacts. The project's potentially significant environmental impacts are evaluated in Section 3.1, through Section 3.16, and significant impacts are outlined in Section 5.3, *Significant Impacts of the Proposed Project*, above. With

implementation of existing laws, ordinances, regulations, and mitigation measures identified for each issue area, many of the potentially significant impacts resulting from project implementation would be reduced to less than significant. Refer to Section 5.3 above for issue areas where impacts would not be reduced to less than significant despite existing laws, ordinances, regulations, and proposed mitigation measures.

Feasibility

Each alternative was evaluated for its feasibility. Factors that were considered when determining the feasibility of the alternatives included site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether proponents can reasonably acquire, control, or otherwise have access to the alternative site. Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish context in which "the rule of reason" is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

5.5. Alternatives to the Proposed Project

This analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. As noted previously, the CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the No Project Alternative. Pursuant to CEQA, the No Project Alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. Further, CEQA Section 15126.6(a) provides that an environmental impact report (EIR) need not consider every conceivable alternative to a project; rather, an EIR need only consider a reasonable range of alternatives. The following alternatives have been identified for analysis in compliance with CEQA:

- Alternative 1: No Project/Existing Land Use Alternative
- Alternative 2: No Cabazon Infrastructure Plan Alternative
- Alternative 3: No Cabazon Community Plan Alternative

5.5.1. Alternative 1: No Project/Existing Land Use Alternative

Alternative 1 is the circumstance under which the project does not proceed, but the vacant land within the project area is developed based on the current General Plan/Pass Area Plan land use designations and zoning, available infrastructure, and community services. Under Alternative 1, the County would not adopt General Plan Amendment No. 1206 (Cabazon Community Plan) or approve the CIP (ZR6234), and the County's existing General Plan and Pass Area Plan would remain the guiding documents for future land uses within the project area. The project area would remain subject to the existing Pass Area Plan land use designations, which predominantly classify approximately 4,772 acres as Rural Desert and Rural Mountainous; refer to Figure 2-3, *Existing Land Use Map*, and Table 5-1, *Existing General Plan Land Use*. Development in the community would continue to be constrained by existing rural land use designations and associated

development standards. The area would not accommodate the anticipated 22,888 new housing units and 49,420,323 square feet of non-residential uses envisioned under the proposed Community Plan. In addition, no new infrastructure projects identified in the CIP would be implemented, and the existing infrastructure described in Section 2.1.4, *Existing Infrastructure*, would continue to serve the limited development anticipated under existing General Plan provisions.

Under Alternative 1, the project area's land use, population, and employment growth projections at buildout in 2040, consistent with the existing General Plan and Pass Area Plan. The infrastructure needs of future development in accordance with the existing General Plan and Pass Area Plan would be evaluated on a case-by-case basis at the project level.

TABLE 5-1 EXISTING GENERAL PLAN LAND USE

Land Use Designation		Acreage
MUA	Mixed Use Area	297.55
HHDR	Highest Density Residential	43.79
HDR	High Density Residential	0
MHDR	Medium High Density Residential	0
MDR	Medium Density Residential	298.79
LDR	Low Density Residential	556.49
VLDR	Very Low Density Residential	150.1
RR	Rural Residential	1094.15
RD	Rural Desert	2,046.48
RM	Rural Mountainous	2,726.07
CR	Commercial Retail	132.23
HI	Heavy Industrial	0
LI	Light Industrial	51.76
PF	Public Facility	0
OS-C	Open Space - Conservation	167.68
OS-RUR	Open Space - Rural	11.75
FWY	Freeway	184.68
Total Area (Acres)		**7,761.52**

Impact Comparison to the Proposed Project

Aesthetics

As described in Section 3.1, *Aesthetics*, the proposed project would result in significant and unavoidable impacts to visual character and quality, light and glare, and cumulatively considerable aesthetic impacts. These impacts would occur because the proposed project would increase residential densities and non-residential land use intensities in specific areas, shifting

Cabazon's existing low-density, dispersed development pattern toward a more intensified development pattern. The proposed project would also introduce aboveground CIP facilities, such as substations, wastewater treatment plants, and water tanks, which could affect the Community's existing rural visual character and create new sources of light and glare. Compared to the proposed project, this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development. Thus, this alternative would result in reduced aesthetic impacts since it would better preserve the existing rural visual character/quality of the project area as well as the existing light and glare environment. Alternative 1 would be environmentally superior to the proposed project in this regard.

Air Quality

As detailed in Section 3.2, *Air Quality*, the proposed project would result in significant and unavoidable impacts related to conflicting with air quality plan (2022 Air Quality Management Plan [2022 AQMP]), short-term construction and long-term operational emissions, as well as localized emissions and cumulative impacts to short- and long-term air quality emissions. Compared to the proposed project, this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development. Accordingly, this alternative would not generate the projected 599,837 vehicle trips per day associated with the proposed project; refer to Section 3.14, *Transportation*.

This alternative would be consistent with the 2022 AQMP as the projected growth would be in accordance with existing General Plan projections, which the 2022 AQMP is based upon. This alternative would result in less operational emissions due to the reduced development footprint associated with rural development and consequent reduced mobile and area sources (operational air emissions are mostly associated with mobile and area sources; refer to Table 3.2-4, *Project-Generated Operational Emissions*). However, because construction emissions are primarily localized, construction emissions could be similar under either scenario because development in accordance with the existing General Plan and Pass Area Plan could also be located in close proximity to existing sensitive uses.

Overall, this alternative would result in reduced air quality impacts due to the significant reduction in air emission associated with mobile sources. Alternative 1 would be environmentally superior to the proposed project in this regard.

Biological Resources

As described in Section 3.3, *Biological Resources*, the project would result in significant and unavoidable impacts concerning candidate, sensitive, or special-status species, riparian habitat, wetlands, species movement, local policies or ordinances protecting biological resources, adopted habitat conservation plans, and cumulative biological impacts. The proposed project would add 215.88 acres of Open Space – Conservation (OS-C) lands within the Community that are currently not designated OS-C under the with the existing General Plan and Pass Area Plan. Thus, although the proposed project would increase development within the Cabazon Community Plan area, it would better protect lands for biological resources preservation than the No Project/Existing Land Use Alternative.

Therefore, Alternative 1 is considered neither environmentally superior nor inferior to the project.

Cultural and Tribal Cultural Resources

As described in Section 3.4, *Cultural and Tribal Cultural Resources*, the project would result in significant and unavoidable impacts related to historic, archaeological, and tribal cultural resources, and cumulatively considerable cultural and tribal cultural resources impacts. Compared to the proposed project, this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development. Similarly, this alternative would not include development of a CIP to address infrastructure needs within the community. As a result, the potential to impact the 78 archaeological and historic resources in the 0.25-mile radius of the project site would be reduced based on the reduction in intensity of development.

Alternative 1 would be environmentally superior to the proposed project in this regard.

Greenhouse Gas Emissions

As detailed in Section 3.7, *Greenhouse Gas Emissions*, the project would result in significant and unavoidable impacts related to GHG emissions and would conflict with an applicable GHG reduction plan, policy, or regulation.

This alternative would result in reduced construction emissions as there would be less development and infrastructure projected as compared to the proposed project. Section 3.7 indicates that operational GHG emissions as a result of the proposed project are estimated to be approximately 1,058,727.33 metric tons carbon dioxide equivalent ($MTCO_2e$) annually; this alternative would also result in reduced operational GHG emissions based on the reduced development and infrastructure potential.

Although GHG emissions would be reduced under Alternative 1, this alternative would not allow for the development of a mix of residential, commercial, mixed-use, and other land uses near public transportation or support buildout of the project area by identifying needs and suggesting alternatives for the availability and expansion of infrastructure, as the proposed project would. This alternative also would not provide greater housing variety and density (including affordable housing, life-cycle housing [e.g., starter homes for larger families to senior housing], workforce housing, veterans housing, etc.) and reduce distances between housing, workplaces, commercial uses, and other amenities and destinations as the project area would remain predominantly rural.

Nonetheless, based on the significant reduction in overall GHG emissions, this alternative would likely result in reduced GHG impacts. Alternative 1 would be environmentally superior to the proposed project in this regard.

Hydrology and Water Quality

As described in Section 3.9, *Hydrology and Water Quality*, implementation of the proposed project could result in significant and unavoidable impacts related to risk of release of pollutants due to project inundation in flood hazard zones as well as cumulative hydrology and water quality impacts. Like the proposed project, development in accordance with the No Project/Existing Land Use Alternative could allow future development activities within mapped flood hazard zones. However, because this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development, impacts would be reduced.

Overall, Alternative 1 would be environmentally superior to the proposed project concerning hydrology and water quality in this regard.

Land Use and Planning

As detailed in Section 3.10, *Land Use and Planning*, the project would conflict with Goal 3 of the Southern California Association of Governments (SCAG) *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal* (2024-2050 RTP/SCS) based on significant and unavoidable air quality and GHG impacts. As described above, Alternative 1 would result in reduced air quality and GHG impacts compared to the proposed project. Thus, the project's land use impact with regard to conflict with applicable land use plan, policy, or regulation would be avoided under Alternative 1.

Overall, Alternative 1 would be environmentally superior to the proposed project concerning land use and planning in this regard.

Noise

As detailed in Section 3.11, *Noise*, the project would result in significant and unavoidable impacts related to temporary (construction) and permanent (operational traffic) noise level, and construction vibration level.

Alternative 1 would anticipate future development on existing vacant land or through redevelopment of currently developed land, and infrastructure needs of future development in accordance with the existing General Plan and Pass Area Plan would be evaluated on a case-by-case basis at the project level. As construction noise and vibration are mostly localized impacts, future development under either scenario would likely result in similar construction impacts due to close proximity of future development to sensitive uses and the potential longevity of construction activities. It should be noted that under both development scenarios, construction activities would be required to comply with the County's Noise Ordinance and General Plan Noise Element goals and policies that would reduce both transportation and non-transportation-related noise impacts through land use planning, project design, and development review.

It is not feasible at this programmatic stage to accurately estimate future roadway segment traffic volumes or evaluate the effectiveness of roadway segment-specific noise mitigation measures. As such, it is possible that future development associated with this alternative would result in similar operational traffic noise impacts.

Therefore, Alternative 1 is considered neither environmentally superior nor inferior to the project.

Transportation

As detailed in Section 3.14, *Transportation*, the project would result in significant and unavoidable impacts related to VMT. Compared to the proposed project, this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development.

Alternative 1 would not generate the projected 599,837 vehicle trips per day associated with the proposed project; refer to Section 3.14. Based on the existing land use designation and zoning of the project area, Alternative 1 would likely result in nominal vehicle trips when compared to the

proposed project. Additionally, due to the significant reduction in development and associated population/employment growth, this alternative would likely result in lower total VMT. However, this alternative would not allow for the development of a mix of residential, commercial, mixed-use, and other land uses near public transportation or support buildout of the project area by identifying needs and suggesting alternatives for the availability and expansion of infrastructure, as the proposed project would. This alternative also would not provide greater housing variety and density (including affordable housing, life-cycle housing [e.g., starter homes for larger families to senior housing], workforce housing, veterans housing, etc.) and reduce distances between housing, workplaces, commercial uses, and other amenities and destinations as the project area would remain predominantly rural. Therefore, without a separate VMT analysis, it is infeasible to determine if this alternative would result in additional or reduced impacts with regard to VMT.

As such, Alternative 1 is considered neither environmentally superior nor inferior to the project.

Utilities and Service Systems

A major part of the proposed project is the CIP, which proposes utility infrastructure to accommodate buildout of the proposed Cabazon Community Plan. As detailed in Section 3.15, *Utilities and Service Systems*, the proposed project would result in significant and unavoidable impacts related to new/expanded utility infrastructure, particularly due to the significant and unavailable air quality (construction air emissions and localized air impacts) and noise (construction noise and vibration) impacts associated with the CIP; refer to Section 3.2 and 3.11. As detailed above, infrastructure needs of future development in accordance with the existing General Plan and Pass Area Plan would be evaluated on a case-by-case basis at the project level. Construction impacts of future infrastructure projects are expected to be similar to the proposed project under Alternative 1, as construction under either scenario could be located in close proximity to sensitive uses. Therefore, Alternative 1 is considered neither environmentally superior nor inferior to the project.

Summary

As detailed above, this alternative would result in reduced aesthetics, air quality, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, and land use and planning impacts (environmentally superior) and similar biological resources, noise, transportation, and utilities and service systems impacts (environmental equivalent).

5.5.2. Alternative 2: No Cabazon Infrastructure Plan Alternative

Alternative 2 would involve adoption of the Cabazon Community Plan (including the proposed land use amendments that increase development capacity) but would not include implementation of the CIP. Under this scenario, the County would amend the General Plan to allow approximately 22,888 new housing units and substantial non-residential development as proposed by the Community Plan, including adoption of a land use plan that includes Commercial Retail, High Density Residential, Highest Density Residential, Low Density Residential, Medium Density Residential, Very Low Density Residential, Rural Residential, Rural Desert, Rural Mountainous, Mixed-Use Area, Heavy Industrial, Light Industrial, Public Facilities, and Open Space – Conservation; refer to Figure 2-4, *Proposed Land Use Map* and Table 2-1, *Proposed General Plan Land Use Changes*. However, the CIP would be removed from the project scope, and the

infrastructure projects necessary to support this development, including new water supply wells, storage facilities, wastewater treatment plants, lift stations, storm drain systems, electric substation upgrades, and roadway improvements would not be constructed. Instead, the infrastructure needs of future development in accordance with the Cabazon Community Plan would be evaluated on a case-by-case basis at the project level.

An analysis of the potential effects of Alternative 2 is included below.

Impact Comparison to the Proposed Project

Aesthetics

As described in Section 3.1, the proposed project would result in significant and unavoidable impacts to visual character and quality, light and glare, and cumulatively considerable aesthetic impacts. These impacts would occur because the proposed project would increase residential densities and non-residential land use intensities in specific areas, shifting Cabazon's existing low-density, dispersed development pattern toward a more intensified development pattern. Under Alternative 2, elimination of the CIP would avoid aesthetic impacts associated with aboveground CIP facilities, such as substations, wastewater treatment plants, and water tanks, which could affect the Community's existing rural visual character and create new sources of light and glare. However, because infrastructure needs for future development under the Cabazon Community Plan would be evaluated on a case-by-case basis at the project level, this alternative could result in less coordinated infrastructure planning. As a result, impacts to visual character and quality could be greater than under the proposed project, which would provide a planned and coordinated CIP framework for infrastructure development. Thus, although impacts related to the Cabazon Community Plan would be reduced, impacts related to future infrastructure development would be worsened under this alternative.

Overall, Alternative 2 is considered neither environmentally superior nor inferior to the proposed project with respect to aesthetics.

Air Quality

The Cabazon Community Plan land use designations would remain identical under Alternative 2; therefore, the planned buildout would accommodate the same 22,888 dwelling units and 49,420,323 square feet of non-residential development, generating approximately 599,837 daily vehicle trips. If development were to occur at the planned density, operational air quality impacts would be equivalent to the proposed project, exceeding SCAQMD regional significance thresholds for criteria pollutants. Nonetheless, without supporting infrastructure, actual development feasibility would be constrained. Buildout potential would likely be limited to areas within existing utility service areas or where developers could individually provide utilities. This constraint would likely result in significantly reduced buildout than planned and fragmented, inefficient land use development patterns within the project area.

Alternative 2 would eliminate identified short-term construction air quality impacts associated with CIP construction activities. However, operational air quality impacts would be uncertain and dependent on actual development feasibility. If development is severely constrained by infrastructure inadequacy, actual operational emissions would be substantially lower than the project. Conversely, if piecemeal development occurs in scattered locations near existing utilities,

air quality impacts could be similar to or potentially worse in some areas than the project due to inefficient, dispersed development patterns.

Overall, because Alternative 2 would eliminate identified short-term construction air quality impacts associated with CIP construction activities, Alternative 2 would be environmentally superior to the project.

Biological Resources

As described in Section 3.3, the project would result in significant and unavoidable impacts concerning candidate, sensitive, or special-status species, riparian habitat, wetlands, species movement, local policies or ordinances protecting biological resources, adopted habitat conservation plans, and cumulative biological impacts. Like the proposed project, Alternative 2 would add 215.88 acres of OS-C lands within the Community that are currently not designated OS-C under the with the existing General Plan and Pass Area Plan. As discussed in Section 3.3, the majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated within or along existing roadways. Thus, elimination of the CIP under Alternative 2 is not anticipated to eliminate the project's significant and unavoidable impacts to biological resources.

Overall, Alternative 2 is considered neither environmentally superior nor inferior to the proposed project with respect to biological resources.

Cultural and Tribal Cultural Resources

As described in Section 3.4, the project would result in significant and unavoidable impacts related to historic, archaeological, and tribal cultural resources, and cumulatively considerable cultural and tribal cultural resources impacts. As discussed in Section 3.4, the majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated within or along existing roadways. Thus, elimination of the CIP under Alternative 2 is not anticipated to eliminate the projects significant and unavoidable impacts to cultural and tribal cultural resources.

Overall, Alternative 2 is considered neither environmentally superior nor inferior to the proposed project with respect to cultural or tribal cultural resources.

Greenhouse Gas Emissions

As discussed, the land use designations under Alternative 2 would be identical to the proposed project. Planned buildout under this Alternative could generate approximately 1,058,727.33 $MTCO_2e$ annually, and if development occurred at planned density, GHG impacts would be equivalent to the project and would remain significant and unavoidable. However, actual development would be severely limited without adequate infrastructure. As such, this alternative could fail to realize the mixed-use, compact development patterns that could reduce per-capita VMT. This alternative could also result in inconsistency with County goal to provide higher-density housing and reduce distances between housing and employment.

Alternative 2 would eliminate short-term construction GHG impacts associated with CIP construction activities. However, operational GHG impacts would be uncertain and dependent on

actual development feasibility. If development is severely constrained by infrastructure inadequacy, actual operational emissions would be substantially lower than the project. Conversely, if piecemeal development occurs in scattered locations near existing utilities, air quality impacts could be similar to or potentially worse in some areas than the project due to inefficient, dispersed development patterns.

Overall, Alternative 2 would be environmentally superior to the project in this regard.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed project could result in significant and unavoidable impacts related to risk of release of pollutants due to project inundation in flood hazard zones as well as cumulative hydrology and water quality impacts. Like the proposed project, Alternative 2 could allow future development activities within mapped flood hazard zones. However, because this alternative would not include a CIP which considers Community-wide flood control and drainage systems, impacts related to risk of release of pollutants due to project inundation in flood hazard areas are anticipated to be worsened.

Overall, Alternative 2 would be environmentally inferior to the proposed project concerning hydrology and water quality in this regard.

Land Use and Planning

As detailed in Section 3.10, the project would conflict with Goal 3 of the SCAG 2024-2050 RTP/SCS based on significant and unavoidable air quality and GHG impacts. As described above, Alternative 2 would eliminate identified short-term construction air quality and GHG impacts associated with CIP construction activities. However, like the proposed project, operational impacts concerning air quality and GHG would remain significant and unavoidable. Thus, the project's land use impact with regard to conflict with applicable land use plan, policy, or regulation would not be avoided under Alternative 2.

However, adopted land use designations would be largely unrealizable due to the lack of supporting infrastructure. The fragmented development patterns that would result from infrastructure constraints would be inconsistent with the Community Plan's vision of mixed-use, pedestrian-oriented neighborhoods with strong community character and sense of place. Development could occur in scattered infill locations within existing utility service areas rather than as the coordinated, higher-density development pattern envisioned. None of the project's proposed policies encouraging "sense of place" through optimal building configuration, architectural design, and coordinated streetscape development would be achieved, as development would lack the density and coordination necessary for these features. Thus, although Alternative 2 could better achieve Goal 3 of the SCAG 2024-2050 RTP/SCS, it would have the potential to conflict with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Overall, Alternative 2 is considered neither environmentally superior nor inferior to the project.

Noise

Alternative 2 would eliminate the significant and unavoidable noise and vibration impacts from CIP construction activities. However, remaining construction from Cabazon Community Plan development would still generate significant construction noise and vibration. As noted in the analysis of Alternative 1, construction noise and vibration are mostly localized impacts, and future development under either scenario could be located in close proximity to sensitive uses with potential for longevity of construction activities. As such, construction noise impacts from individual development projects would likely be similar under Alternative 2 and the proposed project.

Operational traffic noise impacts are uncertain under Alternative 2. If development occurs as planned, operational traffic noise would be similar to the proposed project, with a doubling of existing traffic volumes on most roadway segments thereby creating a 3 dBA increase in ambient noise levels. However, if development is constrained by infrastructure inadequacy, operational noise would be substantially lower due to reduced vehicle trips and development intensity.

The absence of roadway improvements in Alternative 2 removes a key component of the circulation system designed to distribute traffic and reduce congestion at bottleneck locations; thus, traffic would be concentrated on existing street networks, potentially creating localized noise hotspots at constrained intersections and chokepoints where traffic cannot efficiently disperse. This could result in higher localized noise impacts at specific locations despite lower overall traffic volume.

As such, Alternative 2 is considered inferior to the project in this regard.

Transportation

Like Alternative 1, elimination of the CIP under Alternative 2 would not allow for development of a mix of residential, commercial, mixed-use, and other land uses near public transportation or support buildout of the project area by identifying needs and suggesting alternatives for the availability and expansion of infrastructure, as the proposed project would. Alternative 2 would also not provide greater housing variety and density and would not reduce distances between housing, workplaces, commercial uses, and other amenities and destinations, as the project area would experience fragmented, infrastructure-constrained development patterns rather than the planned mixed-use neighborhoods. Therefore, without a separate VMT analysis specific to dispersed development patterns, it is difficult to determine if Alternative 2 would result in additional or reduced impacts with regard to VMT.

However, scattered, infrastructure-constrained development would likely result in more dispersed settlement patterns requiring longer trips to employment and services. The project's mixed-use, higher-density development patterns are specifically designed to reduce VMT by reducing distances between housing and employment. Development limited by infrastructure inadequacy would be unable to achieve internal trip capture within the Community Plan area and would have greater reliance on external (regional) trips for employment and services. This would likely result in higher per-capita VMT.

Overall, Alternative 2 is considered environmentally inferior to the project in this regard.

Utilities and Service Systems

The elimination of the CIP under Alternative 2 would create severe utility infrastructure deficiencies. Roadway circulation would be substantially expanded under the project with a comprehensive network of improvements, while Alternative 2 would maintain only the existing street network. Electric distribution and natural gas systems would be upgraded under the project, whereas Alternative 2 would rely on existing infrastructure operating near capacity. The environmental impacts of inadequate utilities would be compounded by reliance on scattered, individual utility installations at development sites, which would create greater environmental disturbance than the centralized infrastructure approach of the proposed project.

However, future development projects in accordance with the CIP would result in significant and unavoidable impacts concerning utilities and service systems primarily due to the significant and unavailable air quality (construction air emissions and localized air impacts) and noise (construction noise and vibration) impacts associated with the CIP. Under this alternative, construction impacts of the CIP would be avoided.

Overall, Alternative 2 would eliminate the originally identified significant and unavoidable impacts related to utilities and service systems that largely due to the significant and unavoidable air quality and noise construction impacts. Alternative 2 is considered environmentally superior to the project in this regard.

Summary

As detailed above, this alternative would result in reduced air quality, greenhouse gas emissions, and utilities and service systems impacts (environmentally superior), similar aesthetics, biological resources, cultural and tribal cultural resources, and land use and planning impacts (environmentally equivalent), and greater hydrology and water quality, noise, and transportation impacts (environmentally inferior).

5.5.3. Alternative 3: No Cabazon Community Plan Alternative

Alternative 3 would involve implementation of the Cabazon Infrastructure Plan (ZR6234) without adoption of the Cabazon Community Plan General Plan Amendment. Under this scenario, the County would construct the full range of proposed infrastructure improvements proposed under the CIP and described in Section 2.4.2, *Cabazon Infrastructure Plan Overview*, including water supply and distribution systems, wastewater treatment and collection facilities, flood control and drainage systems, electric and natural gas utility upgrades, and roadway improvements, while maintaining the existing General Plan and Pass Area Plan land use designations identified on Figure 2-3. An analysis of the potential effects of Alternative 3 is included below.

Impact Comparison to the Proposed Project

Aesthetics

As described in Section 3.1, the proposed project would result in significant and unavoidable impacts to visual character and quality, light and glare, and cumulatively considerable aesthetic impacts. These impacts would occur because the proposed project would increase residential densities and non-residential land use intensities in specific areas, shifting Cabazon's existing low-density, dispersed development pattern toward a more intensified development pattern. The

proposed project would also introduce aboveground CIP facilities, such as substations, wastewater treatment plants, and water tanks, which could affect the Community's existing rural visual character and create new sources of light and glare. Under Alternative 3, elimination of the Cabazon Community Plan would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development. Thus, this alternative would result in reduced aesthetic impacts since it would better preserve the existing visual character and quality of the project area as well as the existing light and glare environment.

Alternative 3 would be environmentally superior to the proposed project in this regard.

Air Quality

Similar to the proposed project, Alternative 3 would result in significant construction air quality impacts associated with the CIP as the full range of CIP infrastructure would be constructed. Construction emissions associated with buildout of the Cabazon Community Plan would be eliminated. In addition, operational air quality impacts would be substantially lower, as this alternative would not result in the buildout of 22,888 new housing units and 49,420,323 square feet of non-residential uses envisioned under the proposed Community Plan. This would result in substantially fewer daily vehicle trips and significantly lower mobile and area source emissions compared to the proposed project.

While construction impacts would be equivalent to the project, the significant reduction in long-term operational emissions would outweigh these impacts. Overall, Alternative 3 is considered environmentally superior to the project in this regard.

Biological Resources

As described in Section 3.3, the project would result in significant and unavoidable impacts concerning candidate, sensitive, or special-status species, riparian habitat, wetlands, species movement, local policies or ordinances protecting biological resources, adopted habitat conservation plans, and cumulative biological impacts. The proposed project would add 215.88 acres of OS-C lands within the Community that are currently not designated OS-C under the with the existing General Plan and Pass Area Plan. Thus, although the proposed project would increase development within the Cabazon Community Plan area, it would better protect lands for biological resources preservation than the No Cabazon Community Alternative.

Therefore, Alternative 3 is considered neither environmentally superior nor inferior to the project.

Cultural and Tribal Cultural Resources

As described in Section 3.4, the project would result in significant and unavoidable impacts related to historic, archaeological, and tribal cultural resources, and cumulatively considerable cultural and tribal cultural resources impacts. Compared to the proposed project, this alternative would result in 22,888 fewer dwelling units and 49,420,323 fewer square feet of non-residential development. As a result, the potential to impact the 78 archaeological and historic resources in the 0.25-mile radius of the project site would be reduced based on the reduction in intensity of development.

Alternative 3 would be environmentally superior to the proposed project in this regard.

Greenhouse Gas Emissions

Similar to the proposed project, Alternative 3 would result in significant construction GHG impacts associated with the CIP as the full range of CIP infrastructure would be constructed. Construction emissions associated with the new land use designations (associated with the Cabazon Community Plan) would be eliminated; operational GHG emissions would be substantially lower, as development under existing land use designations would generate nominal GHG emissions compared to the proposed project. Based on the reduced emissions, Alternative 3 would not conflict with applicable GHG reduction plans as future land use development within the project area would be consistent with existing General Plan projections.

Overall, Alternative 3 is considered environmentally superior to the project in this regard.

Hydrology and Water Quality

As described in Section 3.9, implementation of the proposed project could result in significant and unavoidable impacts related to risk of release of pollutants due to project inundation in flood hazard zones as well as cumulative hydrology and water quality impacts. Like the proposed project, Alternative 2 could allow future development activities within mapped flood hazard areas, although to a lesser degree. Because this alternative would develop a CIP which considers Community-wide flood control and drainage systems, impacts related to risk of release of pollutants due to project inundation in flood hazard areas are anticipated to be improved.

Overall, Alternative 2 would be environmentally superior to the proposed project concerning hydrology and water quality in this regard.

Land Use and Planning

Under Alternative 3, the project area would continue to be developed in accordance with the existing General Plan land use designations and zoning. Alternative 3 would not involve a General Plan Amendment. Thus, the project's land use impact with regard to conflict with applicable land use plan, policy, or regulation would be avoided under Alternative 3. However, none of the project's proposed policies, which would encourage a "sense of place" in the area through optimal building configuration, architectural design, and coordinated streetscape development and are considered beneficial would occur under Alternative 3. Alternative 3 would also create a substantial planning inconsistency by constructing full-scale urban infrastructure (water, wastewater, stormwater, utilities, and roadways) designed to support 22,888 dwelling units while maintaining zoning that permits only low-density development.

Overall, Alternative 3 is considered environmentally superior to the project in this regard.

Noise

Similar to the proposed project, Alternative 3 would result in significant construction noise and vibration impacts associated with the CIP as the full range of CIP infrastructure would be constructed. However, operational traffic noise impacts would be substantially lower, as the rural land use designations currently contemplated for the area under the existing General Plan would

result in substantially fewer vehicle trips than the proposed project. The CIP roadway improvements would be constructed to efficiently distribute traffic, reducing localized noise hotspots associated with mobile sources.

Overall, Alternative 3 is considered environmentally superior to the project in this regard.

Transportation

Based on the existing land use designation and zoning of the project area and limited trips anticipated for the CIP, Alternative 3 would generate far fewer trips than the projected 599,837 vehicle trips per day associated with the proposed project Additionally, due to the significant reduction in development and associated population/employment growth, this alternative would likely result in lower total VMT. However, this alternative would not allow for the development of a mix of residential, commercial, mixed-use, and other land uses near public transportation or support buildout of the project area by identifying needs and suggesting alternatives for the availability and expansion of infrastructure, as the proposed project would. This alternative also would not provide greater housing variety and density (including affordable housing, life-cycle housing [e.g., starter homes for larger families to senior housing], workforce housing, veterans housing, etc.) and reduce distances between housing, workplaces, commercial uses, and other amenities and destinations as the project area would remain predominantly rural. Therefore, without a separate VMT analysis, it is hard to determine if this alternative would result in additional or reduced impacts with regard to VMT.

As such, Alternative 3 is considered neither environmentally superior nor inferior to the project.

Utilities and Service Systems

As detailed above, future development projects in accordance with the CIP would continue to result in significant and unavoidable impacts concerning utilities and service systems primarily due to the significant and unavailable air quality (construction air emissions and localized air impacts) and noise (construction noise and vibration) impacts associated with the CIP.

Therefore, Alternative 3 is considered neither environmentally superior nor inferior to the project.

Summary

As detailed above, this alternative would result in reduced aesthetics, air quality, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, and noise impacts (environmentally superior), and similar biological resources, transportation, and utilities and service systems impacts (environmental equivalent).

5.6. Alternatives Considered But Rejected

In accordance with State CEQA Guidelines Section 15126.6, an EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant

environmental effects. The following are alternatives that have been rejected by the lead agency and will not be analyzed further in this Program EIR (PEIR).

5.6.1. Alternative Considered But Rejected: Reduced Heavy Industrial Uses Alternative

As discussed in Table 2-1, *Proposed General Plan Land Use Changes*, the project would increase heavy industrial uses in the project area by approximately 1,272 acres. These lands are primarily owned by Robertson's Ready Mix, an aggregate quarry and processing facility, and are presently designated Rural Desert (RD), Rural Mountainous (RM), and Rural Residential (RR) by the General Plan and Pass Area Plan.

A previously contemplated land use alternative proposed redesignation of these areas to Light Industrial (LI). However, through consultation with Robertson's Ready Mix, it was determined that these lands operate under a vested rights agreement that predates the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA is California's statewide law governing surface mining and reclamation requirements; because Robertson's Ready Mix's operations predate SMARA, they are not subject to its permitting constraints. Thus, although the originally contemplated LI land use redesignation may have resulted in reduced environmental effects, the land use plan was revised to redesignate these lands to Heavy Industrial (HI) to reflect Robertson's Ready Mix's existing mining and processing operations, which predate SMARA. The proposed land use changes under the Cabazon Community Plan to redesignate Robertson's Ready Mix lands to HI would protect existing operations at Robertson's Ready Mix and would avoid encroachment of incompatible or sensitive uses, such as residential development or schools, that could be impacted by industrial activity.

For above reasons, this alternative was considered but rejected by the County.

5.7. Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative.

Table 5-1, *Comparison of Alternative Project Impacts to the Proposed Project*, summarizes the potential impact of each alternative on the environmental resources evaluated in the PEIR that would result in significant and unavoidable impacts, despite incorporation of mitigations (if applicable), as compared to the proposed project.

TABLE 5-2 COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE PROPOSED PROJECT

Topic	Alternative 1: No Project/Existing Land Use Alternative	Alternative 2: No Cabazon Infrastructure Plan Alternative	Alternative 3: No Cabazon Community Plan Alternative
Aesthetics	<	=	<
Air Quality	<	<	<
Biological Resources	=	=	=
Cultural and Tribal Cultural Resources	<	=	<
Greenhouse Gas Emissions	<	<	<
Hydrology and Water Quality	<	>	<
Land Use and Planning	<	=	<
Noise	=	>	<
Transportation	=	>	=
Utilities and Service Systems	=	<	=

Notes:
= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).

Table 5-2, *Alternatives Ability to Meet Project Objectives*, shows which objectives are met by each alternative.

TABLE 5-3 SUMMARY OF PROPOSED PROJECT AND ALTERNATIVE IMPACTS

Topic	Alternative 1: No Project/Existing Land Use Alternative	Alternative 2: No Cabazon Infrastructure Plan Alternative	Alternative 3: No Cabazon Community Plan Alternative
Implement 6th Cycle Housing Element Action H-27 to improve low-resource areas access to opportunity by preparing community plans and infrastructure plans for areas in need of focused investment.	X	X	X
Develop a mitigation framework to ensure consistent and effective implementation of environmental protections.	X	✓	✓
Reduce distances between housing, workplaces, commercial uses, and other amenities and destinations.	X	✓	X

Topic	Alternative 1: No Project/Existing Land Use Alternative	Alternative 2: No Cabazon Infrastructure Plan Alternative	Alternative 3: No Cabazon Community Plan Alternative
Encourage stronger community character, sense of place and enhance the overall quality of development for the community.	X	✓	X
Promote higher density housing and greater housing variety to achieve the County's 6th Cycle Regional Housing Needs Assessment housing goals.	X	✓	X
Promote better job/housing balance by providing increased commercial, industrial, and mixed-use land uses.	X	✓	X

Notes:

✓ Meets objective.

X Does not meet objective.

In conclusion, Alternative 3 (No Cabazon Community Plan Alternative) is the environmentally superior alternative. Alternative 3 would result in reduced aesthetics, air quality, cultural and tribal cultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, and noise impacts (environmentally superior) and similar biological resources, transportation, and utilities and service systems impacts (environmental equivalent). Alternative 3 would only meet one of the project objectives because rural land use designations under the existing General Plan/Pass Area Plan would prevent the higher-density, mixed-use development and coordinated community planning necessary to fully implement Action H-27, achieve regional housing goals, reduce VMT, promote job-housing balance, and create community character and sense of place. However, Alternative 3 would implement a mitigation framework to ensure consistent and effective implementation of environmental protections for buildout of the CIP.

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6. OTHER CEQA CONSIDERATIONS

This section addresses those topics requiring evaluation under State California Environmental Quality Act (CEQA) Guidelines Section 15126, which requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify: (1) significant and unavoidable environmental effects of the proposed project; (2) significant irreversible environmental changes that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project. Each of these topics is discussed in greater detail below.

6.1. Significant and Unavoidable Impacts

Section 15126.2(a) of the State CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 3.1, *Aesthetics*, through Section 3.16, *Wildfire* of this Program EIR (PEIR) describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. The executive summary includes Table ES-1, *Environmental Impact Summary*, which summarizes the environmental impacts, mitigation measures, and levels of significance before and after mitigation.

State CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Section 3. The following environmental impacts were determined to be significant and unavoidable impacts:

- Aesthetics
    - The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Impacts would be significant and unavoidable.
    - The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be significant and unavoidable.
    - The project would result in a significant cumulative aesthetic impact. Impacts would be cumulatively considerable.
- Air Quality
    - The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.

- The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. Impacts would be significant and unavoidable.

- The project would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.

- The project would result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable Federal or State ambient air quality standard or other cumulative impacts related to air quality. Impacts would be cumulatively considerable.

- Biological Resources

  - The project would have a potentially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be significant and unavoidable.

  - The project would have a substantial adverse effect on any 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 US Fish and Wildlife Service. Impacts would be significant and unavoidable.

  - The project would have a potentially substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be significant and unavoidable.

  - The project would have the potential to interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be significant and unavoidable.

  - The project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be significant and unavoidable.

  - The project would conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Impacts would be significant and unavoidable.

  - The project would have the potential to result in a significant cumulative impact related to biological resources. Impacts would be cumulatively considerable.

- Cultural and Tribal Cultural Resources

- The project would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

- The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

- The project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:

  Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

  A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

  Impacts would be significant and unavoidable.

- The project would result in a significant cumulative impact related to cultural and tribal cultural resources. Impacts would be cumulatively considerable.

- Greenhouse Gas (GHG) Emissions

  - The project would have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be significant and unavoidable.

  - The project would have the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be significant and unavoidable.

  - The project would have the potential to result in a significant cumulative impact related to greenhouse gas emissions. Impacts would be cumulatively considerable.

- Hydrology and Water Quality

- Project implementation would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be significant and unavoidable.

- The project would result in a significant cumulative impact to hydrology and water quality. Impacts would be cumulatively considerable.

- Land Use and Planning

  - The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.

- Noise

  - The project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be significant and unavoidable.

  - The project would result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be significant and unavoidable.

  - The project would result in a significant cumulative noise impact. Impacts would be cumulatively considerable.

- Transportation

  - The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be significant and unavoidable.

  - The project would conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b). Impacts would be significant and unavoidable.

  - The project would result in a significant cumulative transportation impact. Impacts would be cumulatively considerable.

- Utilities and Service Systems

  - The project would require and result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be significant and unavoidable.

6.2. Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include a project's primary or secondary impacts that would generally commit future generations to similar uses (i.e., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the project.

The physical effects of project implementation on the environment are addressed in Sections 3.1 to 3.16 and Chapter 4, *Effects Found Not To Be Significant*, of this EIR. The environmental impacts associated with implementation of the project would require the long-term commitment of natural resources and land. The project does not propose any development; it does propose land use and policy changes that would facilitate development within the project area (Cabazon Community Plan), and the corresponding infrastructure to support buildout of the community (CIP). Construction and long-term operation of future development and CIP projects would require the commitment and reduction of available nonrenewable and slowly renewable resources, including petroleum fuels and natural gas (for vehicle use, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by project implementation (e.g., air quality, through the combustion of fossil fuels and production of GHGs and water supply, through the increased potable water demands for drinking, cooking, cleaning, landscaping, and general maintenance needs).

6.3. Growth-Inducing Impacts

State CEQA Guidelines Section 15126.2(e) requires that an EIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The State CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the State CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service or provides new access to an area).
- Fosters economic expansion or growth (e.g., changes revenue base, expands employment).
- Fosters population growth (e.g., constructs additional housing), either directly or indirectly.
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval).

- Develops or encroaches on an isolated or adjacent area of open space (distinct from an infill type of project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated against these five criteria in this section.

State CEQA Guidelines Section 15126.2(e) requires that an EIR "discuss the ways" a project could be growth inducing and "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the State CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see State CEQA Guidelines Section 15145).

6.3.1. Removal of a Barrier to Growth

Several types of projects can induce population growth by removing obstacles that prevent growth. An example would be the expansion of a wastewater treatment plant which would accommodate additional sewer connections within a service area and therefore would allow for future construction and growth that may not have otherwise been feasible.

Implementation of the project, and in particular, the CIP, would remove several significant barriers to growth in the Cabazon Community Plan Area. The CIP proposes infrastructure projects that would support the anticipated future growth of the project area in accordance with the Cabazon Community Plan; refer to Section 2.4.2, *Cabazon Infrastructure Plan Overview* for a detailed discussions on infrastructure improvements currently proposed.

The project area currently lacks centralized wastewater infrastructure, with the entire community relying on individual sewage disposal systems (septic systems) for sewage disposal. This limitation has constrained the types and densities of development that can occur, as septic systems are not feasible for higher-density residential, mixed-use, or many commercial and industrial uses. The project (specifically, the CIP) proposes construction of a wastewater treatment plant and a backbone sewer system with lift stations throughout the community. This centralized wastewater infrastructure would remove a primary constraint to development and would enable development at densities and intensities that are not currently feasible.

The project area also currently faces limitations in domestic water supply and storage. The Cabazon Water District currently operates four wells with a production capacity of 2,250 gallons per minute and four storage reservoirs with a combined capacity of 4.5 million gallons. The CIP proposes the construction of up to three additional groundwater wells and additional water storage tanks to provide production capacity of approximately 4,900 gallons per minute and total storage capacity of 14.96 million gallons at buildout. This expansion of water supply and storage infrastructure would remove current constraints on the volume and type of development that can be supported within the community.

Additionally, the project area currently lacks comprehensive flood control and drainage infrastructure. While the Riverside County Flood Control and Water Conservation District maintains certain facilities and Caltrans maintains drainage culverts associated with Interstate 10 (I-10), the project area is not located within a Master Drainage Plan and lacks an integrated storm water management system. The CIP proposes over ten miles of regional and local storm drain facilities to manage stormwater from developed areas. Development of storm drain infrastructure would remove barriers to development in areas that are currently constrained by flooding hazards or drainage limitations.

The CIP also addresses circulation and access constraints by proposing roadway improvements and new collector streets (including Orange Street, Almond Street, Carmen Avenue, Dolores Avenue, and others) and upgrades to existing roads such as Main Street. These improvements would enhance accessibility and internal circulation, removing current limitations to development in areas that are currently isolated or difficult to serve.

Expansion of electrical, natural gas, and telecommunications infrastructure would also remove barriers to growth. The CIP proposes the construction of one to two additional electrical substations. Although no expansion is currently planned, natural gas and telecommunications services would be extended to serve new development areas as individual development projects are built. These utility expansions would enable provision of essential services necessary to support higher-density residential, commercial, and industrial development.

By removing these infrastructure barriers, the proposed project would facilitate population and economic growth consistent with the Community Plan's vision for accommodating up to 22,888 new housing units and 49,420,323 square feet of non-residential uses over a 30-year buildout period. The infrastructure improvements proposed by the CIP as part of the project are appropriately sized to serve the anticipated buildout conditions and land uses identified in the Community Plan. This growth-inducing impact is anticipated and planned for as part of this Program EIR.

6.3.2. Economic Growth

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and/or regulatory policies or conditions.

The proposed project would have the potential to result in economic growth through amendments to the General Plan that would enable significantly increased development capacity in the Cabazon Community Plan Area. The project proposes to substantially increasing commercial, industrial, and residential land use designations. These expanded land use designations would create opportunities for business expansion, new commercial enterprises, and industrial operations that would generate employment and expand the community's economic base. As noted in the Cabazon Community Plan, a central component of the Plan is the creation of a new town center that functions as a gateway to the desert and a focal point for economic activity. Building on existing regional destinations, such as the Cabazon Outlets and the Morongo Casino and Resort, the Community Plan promotes a mixed-use core that complements, rather than competes with, these uses by providing visitor-oriented amenities alongside services and businesses that support local residents.

The project would also facilitate residential development with approximately 22,888 new housing units over 30 years, which would support the workforce in the Coachella Valley and surrounding region. The improved infrastructure, transportation connectivity, and expanded land use capacity would support economic growth and investment in the community. This growth-inducing impact is anticipated and consistent with the County's 6th Cycle Housing Element Action H-27, which directs preparation of community plans for areas in need of focused investment.

6.3.3. Population Growth

Refer to Section 3.12, *Population and Housing*, for a discussion of the project's impact on population growth.

6.3.4. Precedent-Setting Action

The project implements the 6th Cycle Housing Element Action H-27, which calls for preparation of community plans for areas in need of focused investment. The proposed Cabazon Community Plan and CIP emphasize public infrastructure and community planning, including parks, open space, environmental hazards, active transportation, community development, placemaking, among other topics, in accordance with Action H-27. Similar community planning efforts and infrastructure plans are anticipated for other unincorporated areas within the County as part of the County's implementation of the 6th Cycle Housing Element. Therefore, the project follows existing policy direction rather than establishing a new precedent for development or planning approaches in the County. The project would not set a precedent that would encourage activities or development patterns that would not otherwise be anticipated under adopted County policies.

6.3.5. Development or Encroachment of Open Space

The Cabazon Community Plan envisions transformation of the area from a rural community to a more densely developed community with mixed-use and higher-density residential development. However, the project does not result in growth-inducing encroachment on isolated or undisturbed open space areas. Rather, the development occurs within the defined Cabazon Community Plan Area, which has been identified for planned growth and infrastructure investment. Additionally, the project increases Open Space - Conservation land uses within the Plan area from 167.68 acres to 383.56 acres, resulting in a net increase of approximately 216 acres of conserved open space over existing conditions. These lands allow for the protection of open space for natural

hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted. Therefore, while the proposed project would result in development of rural lands within the project site, it would not constitute growth-inducing development or encroachment into an isolated or adjacent area of open space.

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7.1. Environmental Impact Report

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