GILMAN HISTORIC RANCH MASTER PLAN AND STAGECOACH STOP PARK DESIGN

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND)

CEQA Analysis Prepared for:

Riverside County Regional Park and Open-Space District
4600 Crestmore Road
Jurupa Valley, CA 92509
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October 2026

Project No. 7196

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Project Information Sheet

1. Project Title	Gilman Historic Ranch Master Plan and Stagecoach Stop Park Design
2. CEQA Lead Agency	**Riverside County Regional Park and Open-Space District** 4600 Crestmore Road Jurupa Valley, CA 92509 Lynda Ramos, Senior Park Planner E: lramos@rivco.org
3. Project Applicant	**Riverside County Regional Park and Open-Space District** 4600 Crestmore Road Jurupa Valley, CA 92509
4. Project Location	1901 W. Wilson Street, Banning, Ca 92220 https://www.rivcoparks.org/gilman-ranch-wagon
5. Assessor's Parcel Numbers	535070023, -022, -018, -038, 535060008, and -006
6. Project Site General Plan Designation(s)	Open Space - Parks
7. Project Site Zoning Designation(s)	Open Space - Parks
8. Surrounding Land Uses and Setting	The project site is surrounded by single-family homes on the west; on the east opposite a creek; and on the south opposite Wilson Street; and by vacant land on the north.
9. Description of Project	The project would consist of a new events center; an outdoor classroom; repair and improvements to several park components including the Bradshaw interpretive trail and the native medicinal demonstration garden; four new parking lots with a total of 299 parking spaces; a stagecoach hotel (9 units); new picnic areas; several courtyards; play areas; a community park; botanical and restoration garden/orchard; landscaping and irrigation throughout the site; outdoor lighting; new ADA site access and pathways throughout the site; three new restroom buildings; and decomposed granite walking paths. The project site currently has 51 parking spaces, so 350 parking spaces would be

present at project completion. Refer to **Section 3.0** of this document for additional information.

10. Selected Agencies whose Approval is Required	Riverside County Regional Park and Open Space District
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	The Riverside County Regional Park and Open Space District sent notification letters regarding tribal resources to 18 tribes on May 7, 2026. Responses were received from five tribes. One tribe, the Agua Caliente Band of Mission Indians, submitted requests for documents and requested tribal monitoring in their response; see **Section 4.18**, *Tribal Cultural Resources*, for further discussion. The requested monitoring is included herein as mitigation.
12. Other Public Agencies	Agencies that will review the proposed project include the following: • California Regional Water Quality Control Board – Colorado River Basin • South Coast Air Quality Management District • Riverside County Fire Department

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Appendix H2	Parking Analysis
Appendix H3	Focused Traffic Study

ACRONYMS AND ABBREVIATIONS

Acronym/ Abbreviation	Term
§	Section
°F	Degrees Fahrenheit
AAQS	Ambient air quality standards
AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006 (Assembly Bill 32)
AB 52	Assembly Bill 52
AB1327	California Solid Waste Reuse and Recycling Access Act of 1991 (AB1327)
ADA	Americans with Disabilities Act
Af	Acre-feet
AFY	Acre-feet per year
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BAU	Business-as-usual
Bfcd	Billion cubic feet per day
Bgs	Below ground surface
BMA	Banning Municipal Airport
BMPs	Best Management Practices
BOPRP	Burrowing Owl Protection and Relocation Plan
BPD	Banning Police Department
BPR	City of Banning Parks and Recreation
BRTR	Biological Resources Technical Report
BSA	Biological Study Area
BUOW	Burrowing Owl
BUSD	Banning Unified School District
C&D	Construction and demolition
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAOs	Cleanup and Abatement Orders
CAPCOA	California Air Pollution Control Officers Association
CASQA	California Stormwater Quality Association
CAT	Climate Action Team
CBB	Crotch's bumble bee
CBC	California Building Code
CCAA	California Clean Air Act
CDF	California Division of Finance
CDFW	California Department of Fish and Wildlife

Acronym/ Abbreviation	Term
CDOs	Cease and Desist Orders
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities
CGS	California Geological Survey
CNDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CRA	Cultural resources assessment
CRPR	California Rare Plant Ranks
CUPA	Certified Unified Program Agency
CVGWB	Coachella Valley Groundwater Basin
CWMP	Construction Waste Management Plan
dB	Decibel
dBA	A-weighted decibel scale
DBESP	Determination of Biological Equivalent or Superior Preservation
DHS	California Department of Health Services
DLRP	Division of Land Resource Protection
DMR	Division of Mine Regulation
DOC	California Department of Conservation
DOSH	California Division of Occupational Safety and Health
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EDD	Employment Development Department
EIR	Environmental Impact Report
EMFAC2025	Emission Factor model (2025 version)
EO	Executive Order
EPD	Environmental Programs Division
ESA	Endangered Species Act
Farmland	Farmland of Statewide Importance
FE	Federal Endangered
FGC	California Fish and Game Code
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
g	Acceleration of gravity
Geocon	Geocon Incorporated
GHGs	Greenhouse gases
GRHP	Gilman Ranch Historic Park
GSP	Groundwater Sustainability Plan
GWP	Global warming potential

Acronym/ Abbreviation	Term
h:v	Horizontal:vertical
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HDPUVs	Heavy-duty pickup trucks and vans
HFCs	Hydrofluorocarbons
IS/MND	Initial Study/Mitigated Negative Declaration
JPR	Joint Project Review
K Factor	Rating of susceptibility of a soil to sheet and rill erosion by water
Ksat	Saturated hydraulic conductivity of soil
L_{90}	Noise level that is exceeded 90 percent of the time
LACM	Natural History Museum of Los Angeles County
L_{dn}	Day-night average noise
LDR	Low Density Residential
L_{eq}	Equivalent noise level
LHMP	Local Hazard Mitigation Plan
LID	Low-Impact Development
L_{max}	Root mean square maximum noise level
LOS	Level of service
LRA	Local Responsibility Area
LSTs	Localized significance thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MM(s)	Mitigation Measure(s)
MMI	Modified Mercalli Intensity scale
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MT	Metric ton
MTCO2e	Metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NFHL	National Flood Hazard Layer
NO	Nitric oxide
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWL	Natural and working lands
OSHA	Occupational Safety and Health Administration
Pb	Lead
PFCs	Perfluorocarbons
PL	Public Law
PM	Particulate matter

Acronym/ Abbreviation	Term
PPF	MSHCP Public Projects Fee
PPV	Peak particle velocity
PQP	Public/Quasi-Public
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCRA	Resource Conservation and Recovery Act
RCRPOSD	Riverside County Regional Parks and Open Space District
RMS	Root mean square
ROG	Reactive organic gases
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	State Candidate Endangered
SCGC	Southern California Gas Company
SCS	Sustainable community strategies
SE	State Endangered
SEL	Sound exposure level of one vehicle
SGP [Subbasin]	San Gorgonio Pass Subbasin
SGPFZ	San Gorgonio Pass Fault Zone
SGPWA	San Gorgonio Pass Water Agency
SLF	Sacred Lands File
SO_2	Sulfur dioxide
SoCalGas	Southern California Gas Company
SRA	Source receptor area (regarding air quality)
SRA	state responsibility area (regarding wildfire)
SSC	Species of Special Concern
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCP	Traffic Control Plan
TCRs	Tribal cultural resources
TIA	Traffic impact analysis
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

Acronym/ Abbreviation	Term
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
VOC	Volatile organic compound
WEG	Wind erodibility group
WOUS	Waters of the United States
WQMP	Water Quality Management Plan
WSCP	Water Shortage Contingency Plan
WWTP	Wastewater treatment plant
Ybp	Years before present

1.0 INTRODUCTION

1.1 Proposed Project

The Riverside County Regional Park and Open Space District (District) will consider a Master Plan for development of Gilman Ranch Historic Park in the city of Banning for approval. Gilman Ranch Historic Park is at 1901 Wilson Street and spans 131.5 acres, extending about 0.9 mile north from Wilson Street. The project site is mainly in the southern third portion of the park.

1.1.1 Project Components

The proposed project would consist of:

Proposed Buildings

- An 8,000-square-foot events center with seating for up to 515 people.
- Three restroom buildings
- A 9-unit stagecoach hotel with bathroom and shower building
- Relocated entry kiosk
- Pope Adobe (ruins): remove existing enclosure and replace with museum-quality enclosure

Open Space and Recreational Amenities

- Native grinding rock demonstration area
- Gold panning interactive area
- Open lawn for stage/event seating or open space picnicking
- Farmer's market/food truck area
- Picnic table area
- Educational/Demonstration Area consisting of several historic ranch buildings
- Orchard
- Repair and improvements to Bradshaw interpretive trail
- Native medicinal demonstration garden to be rehabilitated
- Terraced seating area
- Stage
- Museum plaza connecting northern museum entrance to the native garden
- Outdoor classroom, 100-seat capacity
- Event courtyard, 100-seat capacity
- New picnic tables to be added amongst existing trees
- Small play area with functionally linked climbing structures
- Ceremonial gathering space, seating capacity 240
- Decomposed granite pedestrian pathways with periodic small seating areas and shade trees
- Staging area and parking for Bradshaw Trail with horse trailer spaces
- Community park with shaded play area, picnic shelters, small restroom, exercise stations and community garden

Parking

- The project includes construction of four parking lots with a total of 293 parking spaces. Existing parking (51 spaces) would be retained, for a total of 344 spaces at project completion.[1]

Utilities

- Trash enclosures
- Utility laterals connecting to an existing sewer in the main roadway within the project site; and to an existing water main just east of the project site.

1.1.2 Estimated Construction Schedule

Master Plan buildout is dependent on approval and funding of future project phases and is expected to require 20 to 30 years to complete. Phase I of the project—to include outdoor classroom, horseshoe pits, small play area, historical gaming/recreation area, prefabricated restroom building, rehabilitated Native demonstration garden, main entry drive lined with trees, pedestrian pathways, and vehicular drop-off loop—is expected to take about five years to complete. Much shorter construction schedules were used in the air quality and noise analyses: approximately nine months (January to September 2027) for Phase 1 and 1 year 7 months (January 2029 to July 2030) for the master plan, as air quality and greenhouse gas emissions modeling and energy consumption estimates depend on the year(s) work is done in, and the specific timing of construction of various project components is currently unknown.

Refer to **Section 3.0** for details.

1.2 Lead Agencies – Environmental Review Implementation

The District is the Lead Agency for the proposed project. Pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations,[2] the Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment. The Riverside County Board of Supervisors is the elected decision-making body for the District.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing

1 Proposed parking would include four bus spaces and two trailer spaces in addition to the 293 spaces mentioned above.
2 Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.

- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures (MMs) when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

The CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[3] and "rough proportionality"[4] standards.

The CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency making a determination as to whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any farther. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

3 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

4 The mitigation measure must be "roughly proportional" to the impacts of the Project.

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR, or other process, can be used to analyze adverse environmental effects of the project.
- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the Project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue a ND, and no MMs would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that MMs would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare an MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

- A Responsible Agency (14 California Code of Regulations [CCR] § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the Project, such as permit issuance or plan approval authority.

- A Trustee Agency[5] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.

- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project when the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the

5 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

area in which reside those citizens most directly concerned by any such environmental effects.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, that would be adopted by the lead agency.
- An impact is considered potentially significant if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This document is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

- **Section 1.0 - Introduction**, which identifies the purpose and scope of the IS/MND.
- **Section 2.0 - Environmental Setting**, which describes location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surroundings.
- **Section 3.0 - Project Description**, which provides an overview of the project, a description of the proposed development, project phasing during construction, and discretionary actions for project approval.
- **Section 4.0 - Environmental Checklist**, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes MMs, as needed, to reduce potential environmental impacts to less than significant.
- **Section 5.0 - References**, which includes a list of documents cited in the IS/MND.
- **Section 6.0 - List of Preparers**, which identifies the primary authors and technical experts that prepared the IS/MND.

Technical studies and other documents, which include supporting information or analyses used to prepare the IS/MND, are included in the following appendices:

- Appendix A Project Plans
- Appendix B CalEEMod Input and Results for Air Quality and Greenhouse Gas Analysis
- Appendix C1 Biological Resources Technical Report

- Appendix C2 Focused Burrowing Owl Surveys
- Appendix C3 Narrow Endemic Sensitive Plant Surveys
- Appendix C4 Crotch's Bumble Bee Summary Report
- Appendix D Historical/Archaeological Resources Report
- Appendix E1 Supplemental Geotechnical Investigation
- Appendix E2 Paleontological Records Search
- Appendix F Water Quality Management Plan
- Appendix G Ambient Noise Measurement Data
- Appendix H1 Vehicle Miles Traveled (VMT) Screening Assessment
- Appendix H2 Parking Analysis
- Appendix H3 Focused Traffic Study

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

Based on IS findings, the project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Agriculture and Forestry Resources
- Air Quality
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on IS findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when proposed MMs are implemented.

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation and Traffic
- Tribal Cultural Resources
- Mandatory Findings of Significance

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

Gilman Ranch Historic Park (GRHP) is at 1901 Wilson Street in the city of Banning, California. The park spans approximately 131.5 acres; the project site is approximately 41.8 acres in the south part of the park. **Figure 2.1-1** shows the regional location of the project site. Regional access to the site is from Interstate 10 (I-10) freeway via ramps at 22nd Street or 8th Street (see Figure **2.1-2**). Vehicular access to the site is from Wilson Street (see **Figure 2.1-3**).

2.2 Project Setting

The GRHP is comprised of six parcels, from south to north, APNs 535070023, 535070022, 535070018, 535070038, 535060008, and 535060006. The southern part of GRHP is bounded on the east and west by residential uses in the urbanized portion of Banning, while the central and northern parts of the park are surrounded by vacant land. GRHP is developed with a wagon museum, a ranch house, a portion of the historic Bradshaw Trail that extended from Arizona to California in the 1860s and 1870s; picnic areas; and hiking trails. The southern part of GRHP is relatively flat; the middle part has a south-facing slope; and the northern part (north of the project site) has a somewhat steeper south-facing slope, being at the base of the foothills of the San Bernardino Mountains. Site photographs are provided in **Figure 2.2-1**.

2.2.1 Land Use and Zoning

The land use, zoning, and specific plan designations of the project site and its immediate vicinity are listed in **Table 2.2-1**. The project site has zoning and General Plan land use designations of Open Space - Parks (City of Banning, 2021).

Table 2.2-1
SUMMARY OF EXISTING LAND USE, ZONING AND SPECIFIC PLAN DESIGNATIONS

Location	General Plan Designation	Zoning Designation	Existing Development
Project Site	Open Space – Parks	Open Space - Parks	Gilman Ranch Historic Park
North	Open Space - Parks	Open Space - Parks	Gilman Ranch Historic Park
South	Low Density Residential	Low Density Residential	Single Family Houses
East	Low Density Residential	Low Density Residential	Single Family Houses
West	Low Density Residential	Low Density Residential	Single Family Houses

Source: City of Banning 2021.

Figure 2.1-1
REGIONAL LOCATION

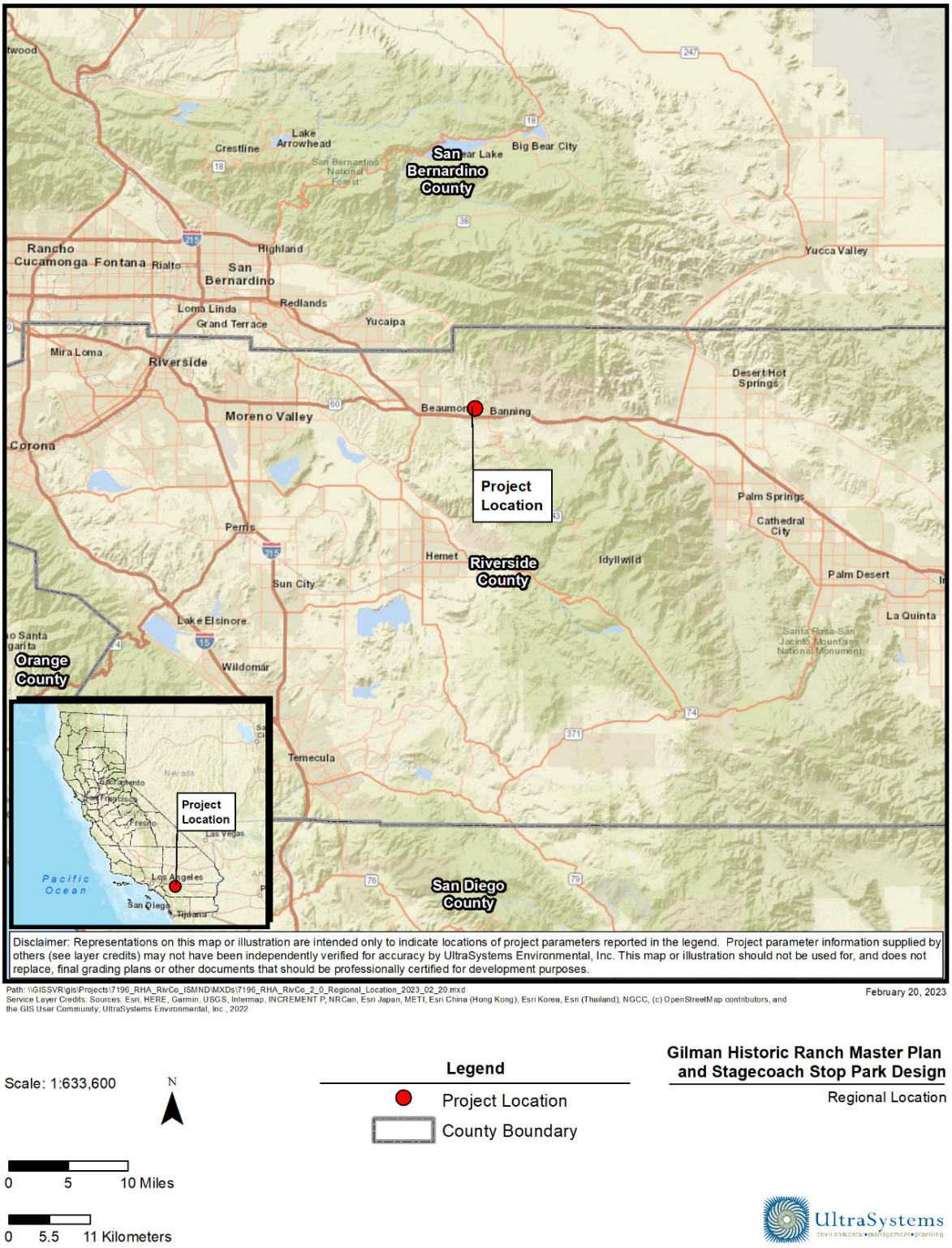

Figure 2.1-2
PROJECT LOCATION



Path: G:\Projects\7196_RHA_RivCo_ISMND\MXDs\7196_RHA_RivCo_4_9_Project_Location_Revision_2026_01_26.mxd January 26, 2026
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community; UltraSystems Environmental, Inc., 2026.

Scale: 1:4,200

N

0 175 350 Feet

0 25 50 Meters

Legend

Project Boundary

Gilman Historic Ranch Master Plan and Stagecoach Stop Park Design

Project Location

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Figure 2.1-3
TOPOGRAPHIC MAP

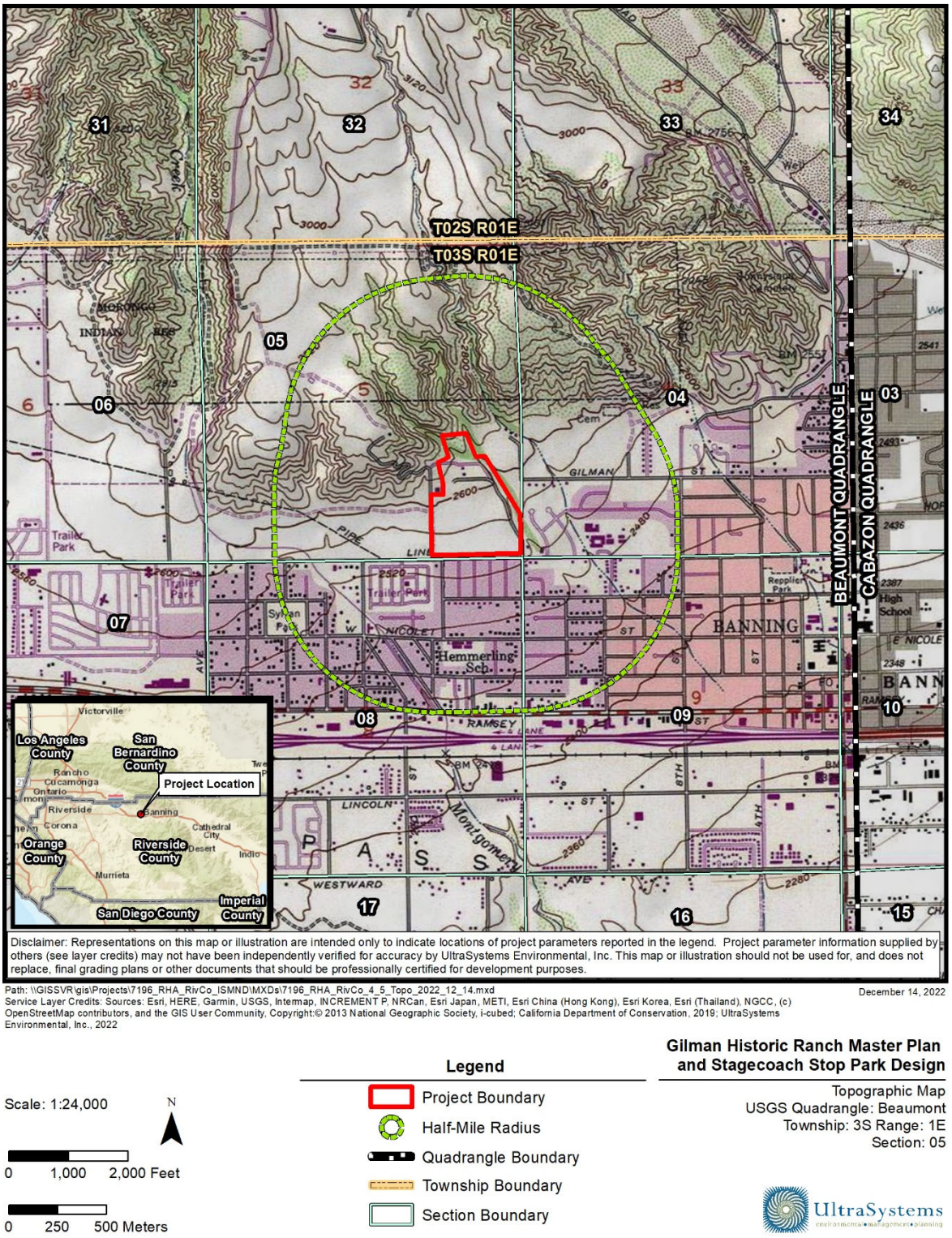


Figure 2.2-1
PROJECT SITE PHOTOGRAPHS



Photo 1: View looking southeast from the west side of the project site.



Photo 2: View looking northeast from the southwest corner of the project site.



Photo 3: View looking north from the southeast corner of the project site.



Photo 4: View looking south from the east side of the project site.

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles County, most of Riverside County, and the western portion of San Bernardino County. The distinctive climate of the Basin is determined by its terrain and geographic location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around its remaining perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. Ozone (O_3) and pollutant concentrations tend to be lower along the coast, because O_3 takes several hours to form, while coastal air is transported eastward to the inland valleys of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet National Ambient Air Quality Standards (NAAQS) for O_3 and fine particulate matter ($PM_{2.5}$) and is classified as a "nonattainment area" for those pollutants.

2.3.2 Geology and Soils

The project site is in the San Gorgonio Pass, a valley surrounded by the San Bernardino Mountains to the north, the San Jacinto Mountains to the south, the Coachella Valley to the east, and the San Timoteo Badlands to the west. It slopes southward with average grade of approximately 6 percent; elevations onsite range from approximately 2,540 feet at the southeast corner of the project site to 2,645 feet at the northwest corner. The site is underlain by sand and gravel (Dibblee, 2003a). An uncertain location of the San Gorgonio Pass fault zone, a thrust fault—that is, a fault that is not expressed at the ground surface—passes through Gilman Ranch Park approximately 250 feet northwest of the project site (USGS, 2023). The nearest fault to the project site that is expressed at the ground surface and is considered active—that is, shows evidence of surface displacement within the last 11,700 years—is the Banning Fault, which is approximately 1.5 miles north of the project site (Dibblee, 2003b).

2.3.3 Hydrology

The project site is in the Smith Creek sub-watershed within the San Gorgonio Pass region and overlies the San Gorgonio Pass Subbasin of the Coachella Valley Groundwater Basin (CVGWB) (DWR, 2026; CDFW, 2025). The project site slopes southward with a grade of about six percent. No streams or other water bodies were observed onsite (Cadre, 2024, p. 21). Smith Creek passes north-south next to the east project site boundary.

2.3.4 Biology

Land covers onsite consist of non-native grassland, ornamental vegetation, developed areas, and disturbed areas (dirt roads). Four MSHCP Planning Species have the potential to occur within the project site: Cooper's hawk (*Accipiter cooperii; SSC*), white-tailed kite (*Elanus leucurus; SFP*), bobcat (*Lynx rufus*), and mountain lion (*Puma concolor*). Three sensitive species have the potential to occur within the project site: grasshopper sparrow (*Ammodramus savannarum; SSC*), California horned lark (*Eremophila alpestris actia; SWL*), and San Diego black-tailed jackrabbit (*Lepus californicus*

*bennettii; SSC) (*Cadre, 2024, p. 31*)*.[6] No sensitive plant species were determined to have potential to occur onsite (Cadre, 2024, p. 27).

2.3.5 Public Services

The following public services serve the project site:

- Fire protection and emergency medical services: Riverside County Fire Department (California Department of Forestry and Fire Protection under contract with Riverside County)
- Police Protection: Banning Police Department
- Schools: Banning Unified School District
- Libraries: Banning Library District/Banning Library

2.3.6 Utilities

The following public utilities serve the project site:

- Water: City of Banning Water Division
- Wastewater Collection and Treatment: City of Banning Wastewater Utility
- Stormwater Conveyance: City of Banning Public Works Department and Riverside County Flood Control and Water Conservation District
- Solid Waste Collection: Waste Management, Inc.
- Electricity: City of Banning Electric Department
- Natural Gas: Southern California Gas Company
- Telecommunications: Charter

[6] Status codes: SSC: State Species of Special Concern; SWL: State Watch List.

3.0 PROJECT DESCRIPTION

3.1 Project Background

Riverside County Regional Parks and Open Space District (RCRPOSD) is seeking approval from the Riverside County Board of Supervisors for development of several improvements at Gilman Ranch Historic Park (GRHP) in the City of Banning in western Riverside County. The GRHP spans approximately 131.5 acres in the north-central part of the City of Banning. The present-day park was a stage stop on the Bradshaw Trail that extended from Arizona to California in the 1860s and 1870s. The Jose Pope Adobe, which no longer exists, was the oldest landmark in the San Gorgonio Pass region. The GRHP includes a museum containing several horse-drawn wagons. The City of Banning General Plan and zoning designation for the project site is Open Space – Parks (Banning, 2021).

3.2 Project Overview

At full buildout, the project would consist of a new events center; an outdoor classroom; repair and improvements to several park components including the Bradshaw interpretive trail and the Native medicinal demonstration garden; four new parking lots with a total of 293 parking spaces; a stagecoach hotel (9 units) including a bathroom/shower building; new picnic areas; several courtyards; play areas; a community park; botanical and restoration garden/orchard; landscaping and irrigation throughout the site; outdoor lighting; new ADA site access and pathways throughout the site; three new restroom buildings; and decomposed granite walking paths.[7] The project site plan is shown on **Figure 3.2-1.** The project site is divided into five sections to identify which parts of the site project components would be developed in. Site plan legend numbers are identified in square brackets after the description of each component. The proposed events center and two proposed adjoining outdoor spaces—an events courtyard and a ceremonial space—are intended to be used for occasional events including weddings. The seating capacities of the three amenities are 515 (events center), 240 (ceremonial space), and 100 (events courtyard), for a total of 855. The three spaces would not be used for separate simultaneous events; it is expected that one wedding party, for instance, would use all three spaces. Note that the air quality, noise, parking, and traffic analyses are based on event attendance of 750, and that is a conservative estimate. The RCRPOSD estimates that attendance at special events would not exceed 650 (Miller, 2026a).

The project would be developed in phases. Project components are described below in **Table 3.2-1**. Phase 1 is the only phase for which project components have been specified thus far. The description of components for the balance of the Master Plan below is thus conceptual. Therefore, the following table is divided into *Phase 1* and *Balance of Master Plan*.

Table 3.2-1
DESCRIPTION OF PROJECT COMPONENTS

Map Item #	Section	Description
PHASE I		
1	Multiple	Main entry road re-slurry and widening with drop off loop and pipe gates
2	Northwest	New docent ADA parking
3	Southwest, southeast	Main entry and Wilson Street planting enhancement
4	Multiple	Main entry drive to be enhanced with sparsely placed trees with planting clusters at the base

7 Proposed parking would include four bus spaces and two trailer spaces in addition to the 293 spaces mentioned above.

Map Item #	Section	Description
5	Northwest and East-central	Parking
6	East-central	Tournament style horseshoe pits
7	East-central	Play area: to include paver plazas, nature themed play equipment and resilient surfacing transitioning to mulch play surfacing. This area will include a restroom as well as native planting around the edges.
8	East-central	Native demonstration garden to be rehabilitated
9	East-central	Outdoor classroom: capacity 100
10	East-central	Stagecoach path of travel extension
11	Northeast	ADA parking and path of travel to existing restroom and stagecoach museum
12	Northeast	ADA ramp and stair connection to ranch house and picnic area from museum parking lot. Two-rail fencing along the top of the existing slope
13	Southeast, east-central	Repair and improvements to Bradshaw interpretive trail
14	Southeast, east-central	Passive decomposed granite pedestrian pathways with solar lighting, periodic small seating areas and shade trees
15	northeast	Landscape enhancements
16	East-central	Drinking fountain and bottle filler
17	East-central	Historical gaming/recreation area
18	East-central	ADA access ramp from parking lot to play area and native garden
19	East-central	Existing shade shelter and historical stagecoach display
20	East-central	Prefabricated restroom building
Information Kiosks and Historical Signage[1]		
A	East-central	Native / medicinal garden: information on native plants and the environmental conditions that facilitate their growth. Plant material used by the Cahuilla Indians and their purposes. Sustainability and respect for the environment shall also be covered at this location.
B	East-central	Historical gaming area: details of historically accurate games and recreational activities.
BALANCE OF MASTER PLAN		
21	East-Central	Event center 8,000 sf. footprint with roof top solar panels. All events shall end by 10 p.m.
22	Northwest	Ceremony/gathering space with trellises. 240 seating capacity. All ceremonies shall conclude by 7 pm.
23	Northwest	Event courtyard with large center accent tree, perimeter planters and intimate seating areas. 100 seating capacity.
24	Northeast	Staircase and ADA ramp from parking to event center.
25	Northeast	Water tank / original reservoir.
26	Northeast	Pope adobe: existing enclosure to be removed and replaced with museum quality enclosure.
27	East-Central	Native grinding rock demonstration area.
28	Northeast	Gold panning interactive area.
29	Northeast	New restroom building with five all gender ADA stalls with changing table.
30	Northeast	Open lawn for stage/event seating or open space picnicking.
31	Northeast	Farmer's market /food truck area with overhead screen structures and two-rail wood fence separating stage coach route from pedestrian gathering area.
32	Northeast	Vendor space
33	Northeast	Picnic table area to be graded for accessibility with new tables. Existing olives to be protected in place.

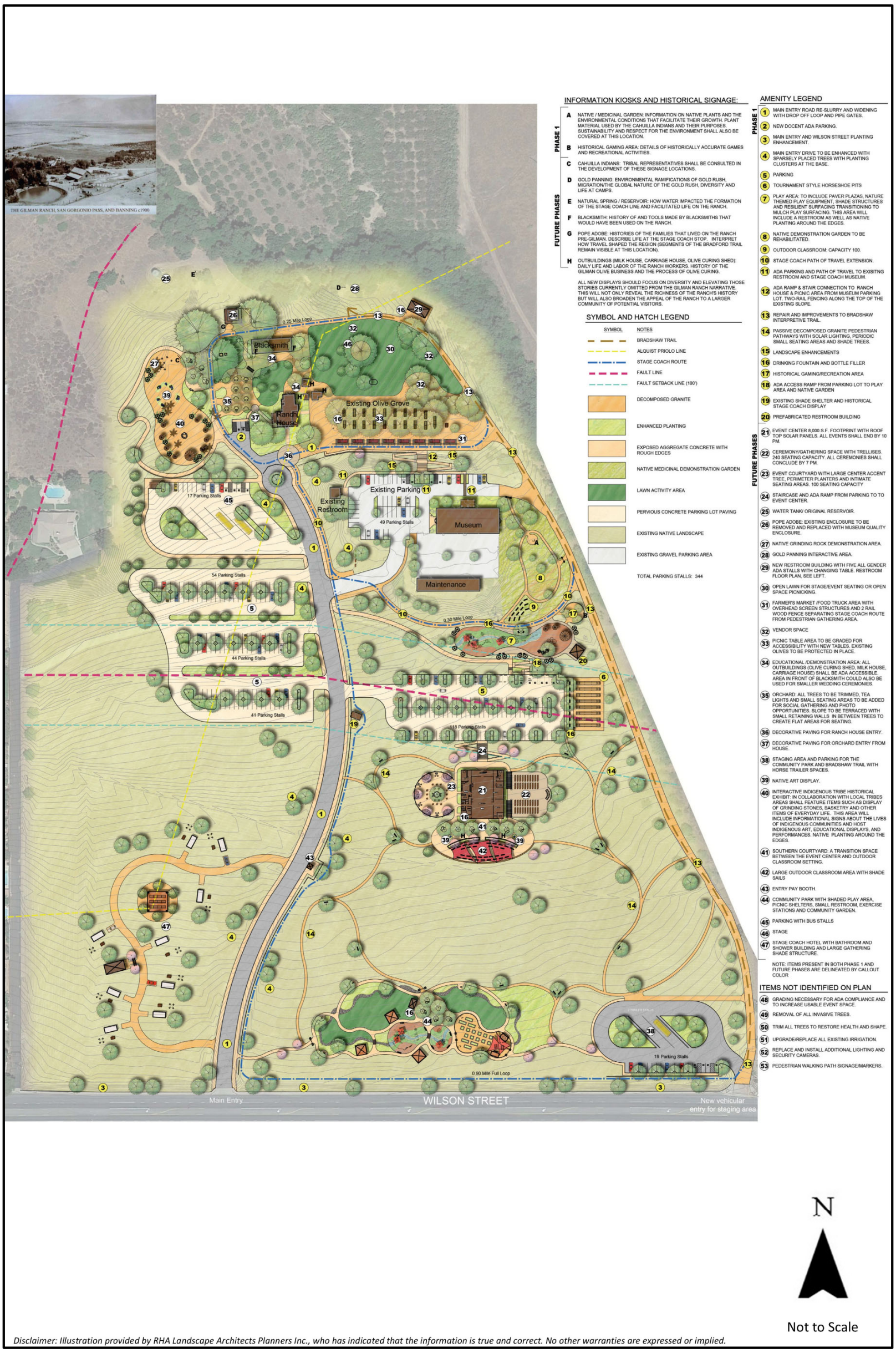
Map Item #	Section	Description
34	Northeast	Educational/demonstration area: all outbuildings (olive curing shed, milk house, carriage house) shall be ADA accessible. Area in front of blacksmith could also be used for smaller wedding ceremonies.
35	Northeast	Orchard: all trees to be trimmed, tea lights and small seating areas to be added for social gathering and photo opportunities. Slope to be terraced with small retaining walls in between trees to create flat areas for seating.
36	Southeast	Decorative paving for ranch house entry.
37	Northeast	Decorative paving for orchard entry from house.
38	East-Central	Staging area and parking for the community park and Bradshaw trail with horse trailer spaces.
39	Northeast	Native art display.
40	Southeast	Interactive indigenous tribe historical exhibit: in collaboration with local tribes areas shall feature items such as display of grinding stones, basketry and other items of everyday life. This area will include informational signs about the lives of indigenous communities and host indigenous art, educational displays and performances. Native planting around the edges.
41	East-Central	Southern courtyard: a transition space between the event center and outdoor classroom setting.
42	East-Central	Large outdoor classroom area with shade sails.
43	East-Central	Entry pay booth.
44	Northeast	Community Park with shaded play area, picnic shelters, small restroom, exercise stations and community garden.
45	Northwest	Parking with bus stalls.
46	Northeast	Stage
47	Northeast	Stagecoach hotel with bathroom and shower building and large gathering shade structure.
48	Not on Plan	Grading necessary for ADA compliance and to increase usable event space.
49	Not on Plan	Removal of all invasive trees.
50	Not on Plan	Trim all trees to restore health and shape.
51	Not on Plan	Upgrade/replace all existing irrigation.
52	Not on Plan	Replace and install additional lighting and security cameras.
53	Not on Plan	Pedestrian walking path signage/markers.
Information Kiosks and Historical Signage[1]		
C	Northwest	Cahuilla Indians: tribal representatives shall be consulted in the development of these signage locations.
D	Northeast	Gold panning: environmental ramifications of gold rush, migration/the global nature of the gold rush, diversity and life at camps.
E	Northwest	Natural spring / reservoir: how water impacted the formation of the stage coach line and facilitated life on the ranch.
F	Northwest	Blacksmith: history of and tools made by blacksmiths that would have been used on the ranch.
G	Northwest	Pope adobe: histories of the families that lived on the ranch pre-Gilman. Describe life at the stage coach stop. Interpret how travel shaped the region (segments of the Bradford trail remain visible at this location).
H	Northwest	Outbuildings (milk house, carriage house, olive curing shed): daily life and labor of the ranch workers. History of the Gilman olive business and the process of olive curing.

[1] All new displays should focus on diversity and elevating those stories currently omitted from the Gilman ranch narrative. This will not only reveal the richness of the ranch's history but will also broaden the appeal of the ranch to a larger community of potential visitors.

Map Item #	Section	Description

Source: RHACW, 2026.

Figure 3.2-1
SITE PLAN



Disclaimer: Illustration provided by RHA Landscape Architects Planners Inc., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Sources: RHA Landscape Architects Planners Inc., July 1, 2026

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Gilman Historic Ranch Master Plan
And Stagecoach Stop Park Design

Overall Concept Plan

3.2.1 Landscaping

The project proposes 7.85 acres of irrigated landscaping, 3.35 in Phase 1 and 4.5 in the balance of the Master Plan site.

3.2.2 Site Access, Circulation and Parking

The main entrance is on the south boundary of GRHP with access from Wilson Street. The project proposes development of a secondary vehicular entrance from Wilson Street at the southeast corner of the park. Sidewalks are present on both sides of Wilson Street along the GRHP frontage.

The project includes four proposed parking lots: two lots in the northwest section of the site, one in the east central section, and one in the southeast section, described below in **Table 3.2-2**. The four proposed parking lots would provide 293 standard and ADA parking spaces; the existing parking lot (51 spaces) would bring the total number of parking spaces to 344.[8] The project also proposes four bus spaces and two trailer spaces; total proposed parking including those spaces would be 299 spaces, and total parking (including existing) would be 350 spaces.

Table 3.2-2
PROPOSED AND EXISTING PARKING

Site Plan Legend No. and Site Plan Section	Parking Spaces		
	Standard	ADA Van-Accessible	Total
Proposed Parking			
45; northwest	13	4	17
5; northwest	139	0	139
5; east central	112	6	118
38; southeast	15	4	19
Subtotal	**279**	**14**	**293**
Existing Parking			
11; northeast	45	4	49
2; northwest	0	2	2
Subtotal	45	6	51
Total at Project Completion			
Not applicable	**326**	**18**	**344**

The numbers of parking spaces above are only standard and ADA spaces and omit four bus parking spaces in legend no. 45 and two trailer spaces in legend no. 38. Total proposed parking spaces, including those 6 spaces, is 299; and total parking spaces (including existing) with those six spaces are 350.
Source: RHA, 2026

3.2.3 Exterior Lighting

Parking lot lighting and exterior building lighting would be provided. All outdoor lighting would be required to comply with the City of Banning Municipal Code § 17.24.100 which requires that all exterior lighting be shielded or recessed, directed downward, and contained within the project site to prevent spillover onto adjacent properties or public rights-of-way. Fixtures must also utilize low-

[8] The 51 existing spaces include 49 spaces in the parking lot next to the museum (45 standard and four ADA), and two ADA spaces at the north end of the driveway just west of the ranch house (see Figure 3.2-1).

lumen outputs and full cut-off designs to minimize skyglow and glare. Lighting shall not be permitted which blinks, flashes, or is of unusually high intensity or brightness.

3.2.4 Utilities

The project would require a sewer, domestic water, fire water, irrigation and dry utilities laterals to existing utility infrastructure onsite.

3.3 Construction Activities

For safety reasons, temporary barricades would be used to limit access to the site during project construction and maintain safe access for construction workers. Construction would occur during daylight and during regular business hours. Lighting for the construction site would be limited to the minimum amount of light needed for safety and security.

3.3.1 Phase 1

Phase 1 construction is estimated to require approximately nine months, from January 2027 to September 2027, as shown below in **Table 3.3-1**. Estimated construction equipment needed for Phase 1, shown in **Table 3.3-2**, is based on defaults from the California Emissions Estimator Model (CalEEMod), the software used to estimate project air pollutant emissions.

Table 3.3-1
CONSTRUCTION SCHEDULE, PHASE 1

Construction Phase	Start	End	Duration, months
Site Preparation	January 4, 2027	February 5, 2027	1
Grading	February 6, 2027	April 30, 2027	3
Paving	May 1, 2027	September 17, 2027	4.5
Architectural Coating	September 18, 2027	September 24, 2027	<1

Source: CAPCOA, 2022.

Table 3.3-2
CONSTRUCTION EQUIPMENT CHARACTERISTICS, PHASE 1

Construction Phase	Equipment Type	No. of Pieces
Site Preparation	Rubber Tired Dozers	3
	Tractors/Loaders/Backhoes	4
Grading	Graders	1
	Excavators	1
	Tractors/Loaders/Backhoes	3
	Rubber Tired Dozers	1
Paving	Pavers	1
	Paving Equipment	2
	Rollers	2
	Cement and Mortar Mixers	2
	Tractors/Loaders/Backhoes	1
Architectural Coating	Air Compressors	1

Source: CAPCOA, 2022.

3.3.2 Balance of Project

Completion of the balance of the Master Plan is assumed in this IS/MND, for the purposes of air quality, noise, greenhouse gas, and energy analyses, to take about one year and seven months, from January 2029 to July 2030, as shown below in **Table 3.3-3**. Master Plan buildout is actually envisioned to take much longer than that: perhaps 20 years, based on funding. However, more specific information on scheduling construction of the Master Plan after Phase 1 is not available.

Construction equipment assumptions for Master Plan buildout are shown in **Table 3.3-4**. As with Phase 1, the assumptions are based on CalEEMod defaults.

Table 3.3-3
CONSTRUCTION SCHEDULE, BALANCE OF MASTER PLAN

Construction Phase	Start	End	Duration, months
Demolition	January 1, 2029	January 29, 2029	1
Site Preparation	January 30, 2029	February 13, 2029	<1
Grading	February 14, 2029	March 28, 2029	1.5
Building Construction	March 29, 2029	May 23, 2030	14
Paving	May 24, 2030	June 21, 2030	1
Architectural Coating	June 22, 2030	July 20, 2030	1

Source: CAPCOA, 2022.

Table 3.3-4
CONSTRUCTION EQUIPMENT CHARACTERISTICS, BALANCE OF MASTER PLAN

Construction Phase	Equipment Type	No. of Pieces
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber Tired Dozers	2
Site Preparation	Rubber Tired Dozers	3
	Tractors/Loaders/Backhoes	4
Grading	Excavators	2

	Graders	1
	Rubber Tired Dozers	1
	Tractors/Loaders/Backhoes	2
	Scrapers	2
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coating	Air Compressors	1

Source: CAPCOA, 2022.

3.4 Discretionary Actions

The proposed project includes project plan approval and adoption of the present IS/MND by Riverside County Board of Supervisors.

3.4.1 Other Permits and Approvals

Following the Riverside County Board of Supervisors approval of the Initial Study/Mitigated Negative Declaration, the following permits/approvals, as shown in **Table 3.4-1,** would be required prior to construction.

Table 3.4-1
PERMITS AND APPROVALS

Agency	Permit or Approval
Riverside County Facilities Management	Site Plan review and approval and Grading and Building Permits
Riverside County Fire Department	Building plan check and approval. Review for compliance with the current California Fire Code, current California Building Code, and California Health & Safety Code. Plans for fire detection and alarm systems, and automatic sprinklers.
Colorado River Basin Regional Water Quality Control Board (Region 7)	Water quality permits

4.0 ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as a "Potentially Significant Unless Mitigation Incorporated," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ Riverside County Regional Park & Open-Space District

Printed Name

Evaluation of Environmental Impacts

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to less than significant level.

(5) Earlier analyses may be use where, pursuant to the tiering, Program EIR, or other CEQA process, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

   (a) Earlier Analyses Used. Identify and state where the earlier analysis available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted should be cited in the discussion.

(7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

   (a) The significance criteria or threshold, if any, used to evaluate each question; and
   (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		**X**		

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment (such as hills, vegetation, rock outcroppings, drainage pathways, and soils) features. Visual quality, viewer groups and sensitivity, duration, and visual resources characterize views.

- Visual quality refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- Viewer groups identify who is most likely to experience the view.
- High-sensitivity land uses include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas.
- The duration of a view is the amount of time that a particular view can be seen by a specific viewer group.
- Visual resources refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

Scenic vistas are generally defined under CEQA as extensive, panoramic views of significant natural features, unique topography, or culturally important built environments that are valued for their

visual quality. These include both broad views that encompass large landscapes and focal views that highlight specific features such as mountains, valleys, or historic landmarks.

The project site is located within the San Gorgonio Pass, an area known for its high visual sensitivity due to its proximity to prominent mountain ranges and scenic open space. Notable regional scenic resources include Mount San Jacinto to the south and Mount San Bernardino to the north. These peaks are part of the viewshed from the general project area and contribute to the area's scenic identity.

The project site itself is a historic ranch located at the northern edge of an urbanized area, with single-family homes surrounding it on the east, west, and south. To the north, the land transitions into open space and eventually the foothills of the San Bernardino National Forest, beginning approximately 1.5 miles away. A linear grove of trees along the northern boundary adds to the local visual interest and partially screens views toward the open space beyond.

Although elements of scenic vistas are visible from the site, the project does not obstruct or substantially degrade any designated scenic vistas as defined in local General Plan policies or CEQA Appendix G criteria. No identified scenic highways or formally designated view corridors traverse or terminate at the project site (Caltrans, 2025). Additionally, the distance and topographic separation between the site and major scenic features, such as the mountain ranges, prevent any direct encroachment or obstruction of panoramic views. The grove of trees and existing topography further reduce the potential for visual contrast.

The project would not substantially block, alter, or degrade views of Mount San Jacinto, Mount San Gorgonio, or other significant visual resources when viewed from public vantage points such as adjacent roadways or community parks. Therefore, potential impacts to scenic vistas would be considered less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

The California Department of Transportation (Caltrans) designates official scenic highways as part of the California Scenic Highway Program. According to Caltrans mapping, the nearest officially designated scenic highway to the project site is State Route 243 (SR-243), known as the Banning–Idyllwild "Pines to Palms" Panoramic Highway. This highway is officially designated as a state scenic highway and begins approximately 1.8 miles southeast of the project site, near the intersection of Interstate 10 (Redlands Freeway) and South 8th Street as delineated in **Figure 4.1-1** below.

Given the distance and physical separation between the project site and the SR 243 corridor, the proposed project would not be implemented within or adjacent to a designated scenic highway. Additionally, there are no known trees, rock outcroppings, or historic buildings within the limits of the state scenic highway corridor that would be altered, removed, or otherwise affected by the project. The visual character of SR 243 would remain unchanged, and no scenic resources within the designated corridor would be obstructed or degraded. Therefore, the project would result in no impact on scenic resources within a state scenic highway.

Figure 4.1-1
STATE SCENIC HIGHWAYS



c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

The project site is located on the northern periphery of an urbanized area, surrounded on three sides (east, south, and west) by single-family residential neighborhoods and bordered by open space to the north. This transitional setting, while adjacent to undeveloped land, is considered part of the urban fringe and is subject to municipal zoning and development regulations. Public views of the project site and its surroundings are primarily available from adjacent local roadways and residential sidewalks, which are publicly accessible vantage points.

The existing visual character of the site includes rural ranch-style elements, such as low-profile buildings and vegetative features, including a mature grove of trees along the northern site boundary. These features contribute to the semi-rural aesthetic valued in edge-of-community settings. However, the site is not subject to any adopted scenic overlay zone, view corridor protection ordinance, or General Plan policy that would designate it as a protected visual resource. In addition, no designated scenic viewpoints or open space trails traverse the area directly adjacent to the site.

The proposed project includes development that is consistent in height, scale, and design character with the surrounding single-family residential pattern. Through appropriate siting and design the project would not introduce dominant visual intrusions or sharply contrast with existing public views. Therefore, it would not substantially degrade the existing visual character or quality of the site and its surroundings. Because the site is considered urbanized for CEQA purposes and the project complies with applicable zoning and scenic design regulations, the visual impact would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact with Implementation of Mitigation

Operation

The proposed project would introduce new sources of lighting associated with building exteriors, pedestrian pathways, and parking areas. These lighting elements have the potential to affect the surrounding area, particularly during evening events or operational hours. However, the project would be required to comply with the City of Banning Municipal Code § 17.24.100 which requires that all exterior lighting be shielded or recessed, directed downward, and contained within the project site to prevent spillover onto adjacent properties or public rights-of-way. Fixtures must also utilize low-lumen outputs and full cut-off designs to minimize skyglow and glare. Lighting shall not be permitted which blinks, flashes, or is of unusually high intensity or brightness.

During the daytime, building materials with low-reflectivity finishes such as sand-colored plaster and stone veneer will be used to minimize the potential for glare. Therefore, with adherence to these

lighting design requirements and material selections, the project would not introduce a substantial new source of light or glare that would adversely affect day or nighttime views, and impacts would be less than significant.

Construction

During project construction, temporary lighting will be needed for safety and security in construction staging areas. To reduce impacts to surrounding residential areas, Mitigation Measure (**MM**) **AES-1** shall be implemented. This measure requires staging areas to be located as far as feasible from residential properties and lighting to be limited to the minimum levels necessary for safety.

Additionally, construction activities would be restricted to the allowable hours specified in the City of Banning Municipal Code: Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturdays from 8:00 a.m. to 5:00 p.m., with no construction allowed on Sundays or federal holidays. These time restrictions ensure construction lighting would not contribute to prolonged nighttime illumination. Construction equipment typically consists of low-glare materials, and no highly reflective surfaces will be used. As such, construction-related glare is expected to be minimal and would not adversely affect public views.

Mitigation Measure

MM AES-1: During project construction, the project applicant shall place construction staging areas as far away as possible from adjacent residences so as to minimize, to the maximum extent feasible, any potential lighting impacts to nearby residences. The lighting used during project construction shall consist of the minimum amount of light necessary for safety and security on the project site.

Level of Significance After Mitigation

With implementation of **MM AES-1** and considering that construction lighting would be temporary in nature and compliant with City of Banning construction hour restrictions, the proposed project would have a less than significant impact regarding temporary construction lighting and glare.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

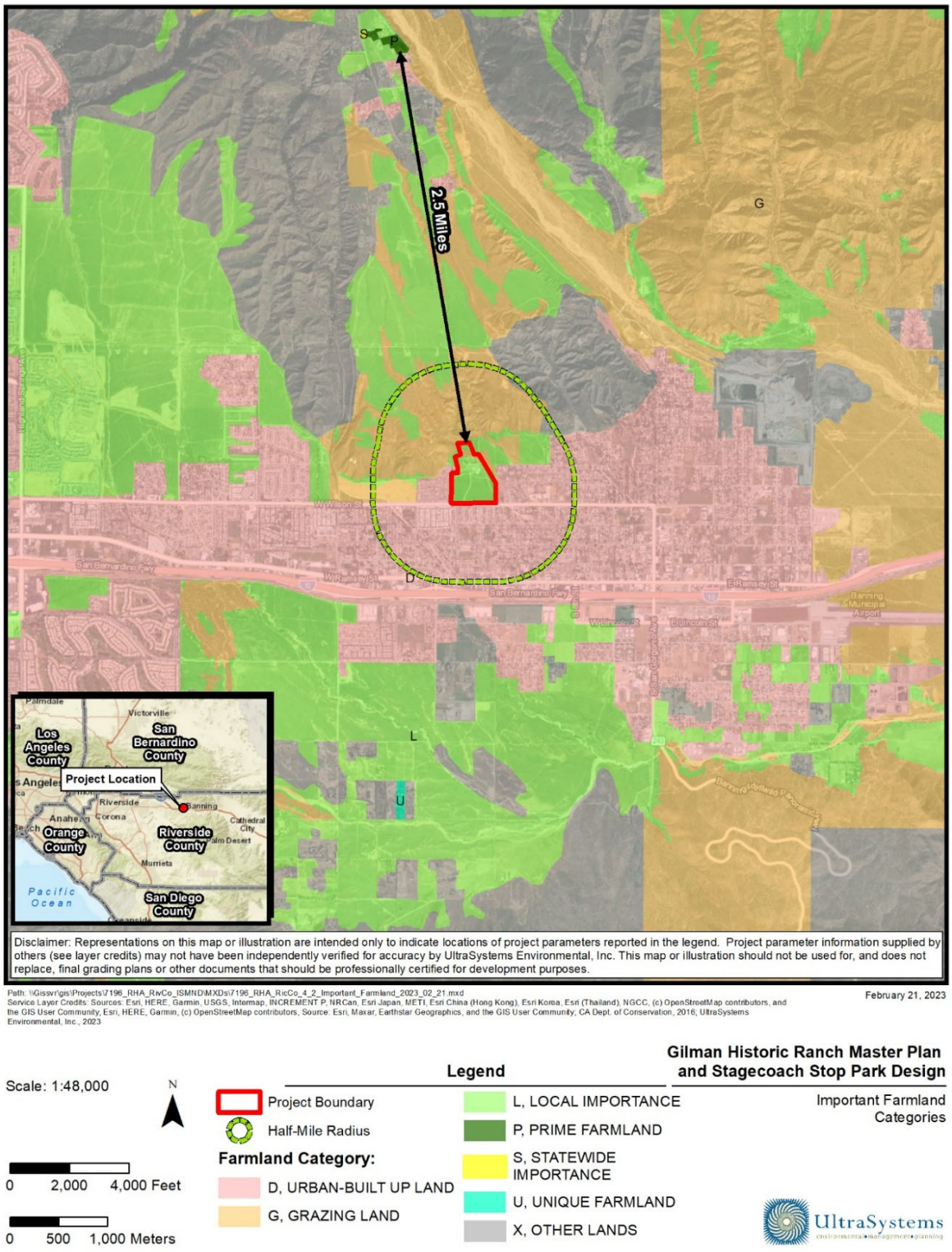
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

The project site uses are designated by the Division of Land Resource Protection (DLRP) as "Farmland of Local Importance" and a small strip of "Grazing Lands" (DLRP, 2025; see **Figure 4.2-1** below).

CEQA analysis of impacts on farmland focuses on three categories of mapped important farmland: prime farmland, farmland of statewide importance, and unique farmland (ref. CEQA § 20160.1[a]). Project development would not convert mapped important farmland to non-agricultural use (DOC, 2023a) and no impacts would occur.

Figure 4.2-1
IMPORTANT FARMLAND CATEGORIES



b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The project site is zoned "Open Space-Parks" and is not zoned for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. The project site does not include any Williamson Act Enrollments (DOC, 2025); the nearest land to the site with Williamson Act contracts is about 2.3 miles to the south, as shown in **Figure 4.2-2**. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The project site is zoned "Open Space-Parks (OS-Pa)" and "Low Density Residential (LDR)"; the site is not zoned for forest, timberland, or timberland production use. Therefore, project development would not conflict with zoning for forest land or timberland, and no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project site is zoned and used as an open park and is not cultivated for forest resources. Therefore, project development would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

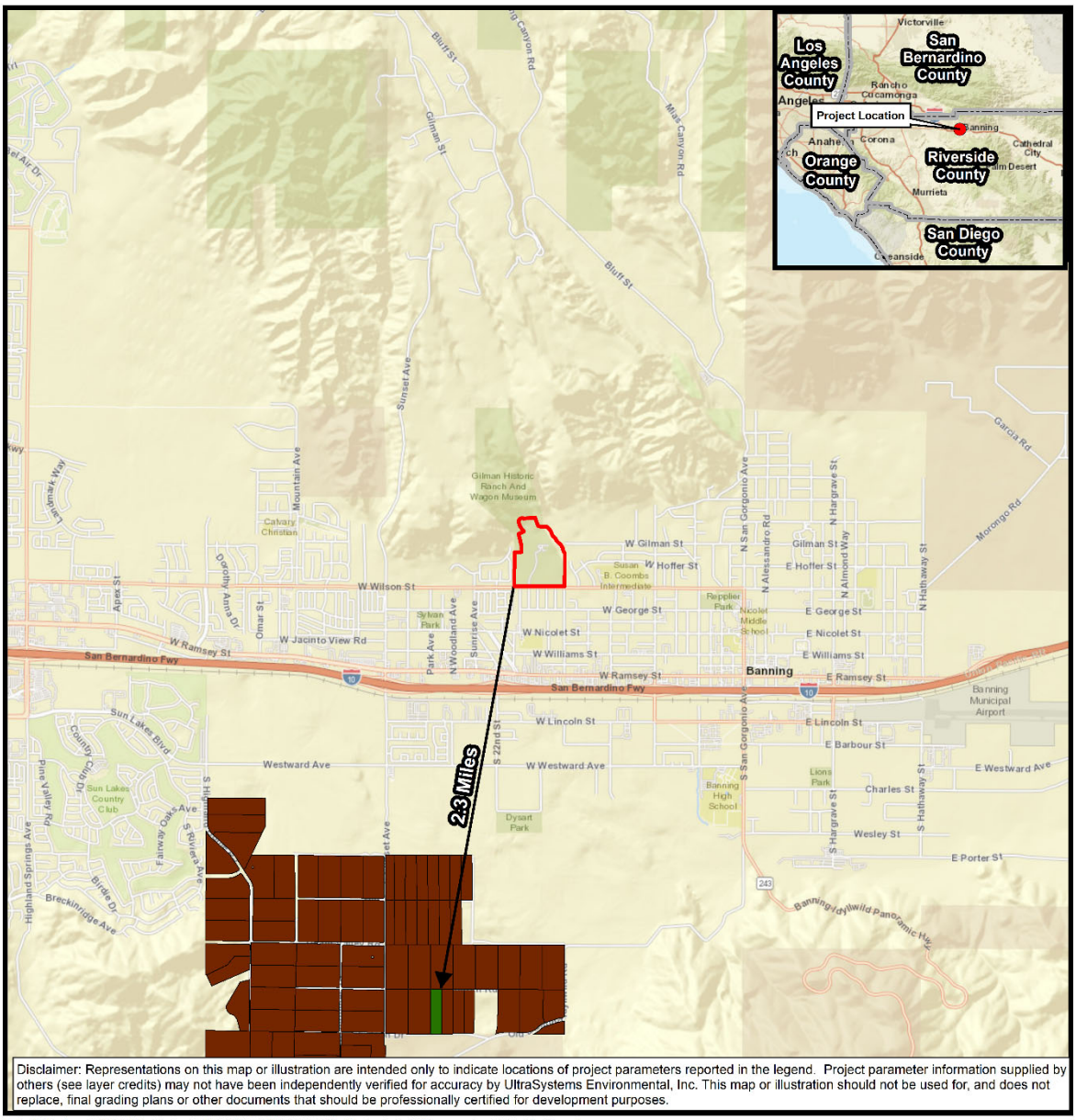
e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact

The project site is an open park in current use as the "Gilman Historic Ranch and Wagon Museum" and is surrounded by residences to the east, south and west, and rural lands to the north. No important farmland is near the project site; the nearest such farmland is Unique Farmland approximately 2.5 miles to the north (see **Figure 4.2-1**). No forest land is present on or near the project site.

Therefore, project development would not indirectly cause conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and no impacts would occur.

Figure 4.2-2
WILLIAMSON ACT LANDS



4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone, and their precursors, such as reactive organic gases (ROG) (which are ozone precursors). Since the proposed project would not generate appreciable SO_2 or Pb emissions,[9] it is not necessary for the analysis to include those two pollutants. Presented below is a description of the air pollutants of concern and their known health effects.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and ROG are released in the atmosphere, they can chemically react with one another in the presence of sunlight to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination

9 SO_2 emissions will be below 0.06 pound per day during construction and operations. Pb is linked to certain industrial activities, but detailed data needed to broadly quantify these emissions isn't currently available in CalEEMod.

of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens (USEPA, 2011).

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions: primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions. High concentrations are lethal (ARB, 2026a).

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and ROGs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers, and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading, for example, to increased risks of hospitalization and mortality from asthma attacks and heart attacks (ARB, 2026b).

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, that participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB

for this air quality analysis and is defined the same as the federal term "volatile organic compound" (VOC).

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_X to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations often occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2020).

The project is in the western Riverside County portion of the South Coast Air Basin (SCAB), for whose air pollution control the South Coast Air Quality Management District (SCAQMD) is substantially responsible. **Table 4.3-1** shows the attainment status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Presented below is a description of the air pollutants of concern and their known health effects.

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3)	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM_{10})	Maintenance (Serious)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Moderate)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO_2)	Maintenance	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)		Attainment
Hydrogen Sulfide (H_2S)		Attainment
Visibility Reducing Particles		Unclassified

Sources: ARB, 2026c; USEPA, 2026

4.3.2 Climate/Meteorology

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site would be located wholly within the SCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (SCAQMD, 1993).

The annual average temperature varies little throughout the 6,600-square-mile SCAB, ranging from the low 60s to the high 80s. However, with a less pronounced oceanic influence, the inland portion shows greater variability in the annual minimum and maximum temperatures. The mean annual maximum and minimum temperatures in the project area—as determined from the nearest weather station, Beaumont Pump PLT, California (040607), which has a period of record from 1911 to 1975—are 74.5 degrees Fahrenheit (°F) and 45.3°F, respectively (WRCC, 2026). The hottest month is July, with an average maximum temperature of 93.1°F and the coldest month is January, with an average minimum temperature of 35.7°F.

During the period of record, the average measured rainfall was 20.89 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 3.5 inches during the winter (December, January, and February), approximately 2.2 inches during the spring (March, April, and May), approximately 1.1 inches during the fall (September, October, and November), and approximately 0.23 inch during the summer (June, July, and August).

4.3.3 Local Air Quality

The SCAQMD has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The project site is in SCAQMD's Banning Airport air monitoring area (SRA 29), and is served by the SCAQMD's Banning Airport station, 2.48 miles southeast at 200 South Hathaway Street, Banning, CA. This station monitors ozone, PM_{10}, and $PM_{2.5}$. Ambient CO data are not available for SRA 29 for the years analyzed. The ambient air quality data in the project vicinity as recorded from 2022 through 2024, along with applicable standards, are shown in **Table 4.3-2**.

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2022	2023	2024
Ozone	Max. 1-hour Concentration (ppm)	0.116	0.140	0.138
	Max. 8-hour Concentration (ppm)	0.101	0.106	0.112
	# Days > Federal 8-hour Std. of 0.070 ppm	56	51	73
	# Days > California 1-hour Std. of 0.09 ppm	30	28	42
	# Days > California 8-hour Std. of 0.070 ppm	59	53	64
PM_{10}	Max. 24-hour Concentration (µg/m^3)	52.4	100.0	48.4
	Est. # Days > Fed. 24-hour Std. of 150 µg/m^3	ND	22.3	0
	Federal Annual Arithmetic Mean (12 µg/m^3)	22.5	0	21
$PM_{2.5}$	Max. 24-hour Concentration (µg/m^3)	37.9	68.2	26.2
	# Days > Fed. 24-hour Std. of 35 µg/m^3	ND	ND	ND
	State Annual Average (12 µg/m^3)	9.4	ND	ND
NO_2	Max. 1-hour Concentration (ppm)	0.051	0.049	0.053
	State Annual Average (0.030 ppm)	0.008	0.008	0.008
	# Days > California 1-hour Std. of 0.18 ppm	0	0	0

Source: ARB, 2026d
ND - There were insufficient (or no) data available to determine the value.

4.3.4 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality would be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[10] A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, ARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The SCAQMD updates its AQMP every three or four years.

The 2022 AQMP (SCAQMD, 2022) was adopted by the SCAQMD Board on December 2, 2022. It focuses on reducing ozone by limiting the emissions of NO_x, which is a key reactant in ozone formation. The NO_x reductions are through extensive use of zero-emission technologies across all stationary and mobile source categories. The majority of NO_x emissions are from heavy-duty trucks, ships, and other state and federally regulated mobile sources that are mostly beyond the SCAQMD's control. The SCAQMD's primary authority is over stationary sources, which account for approximately 20 percent of the SCAB's NO_x emissions.

The AQMP incorporates updated emission inventory methodologies for various source categories and incorporates the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG (2020). The 2020-2045 RTP/SCS was determined to conform to the federally mandated State Implementation Plan for the attainment and maintenance of the NAAQS. county and city general plans.

10 CCAA of 1988.

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The nearest sensitive receptors to the project site are single-family residences surrounding the project on the west, south and east. The residence on the southwest corner of the project site at 2021 West Wilson Street is about 72 feet (22 meters) away from the project boundary.[11]

4.3.6 Applicable South Coast Air Quality Management District Rules

Rule 403 (Fugitive Dust Rule)

During construction, the project would be subject to SCAQMD Rule 403 (Fugitive Dust). SCAQMD Rule 403 does not require a permit for construction activities, per se; rather, it sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAB. The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust stays visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits construction activity from causing an incremental PM_{10} concentration impact, as the difference between upwind and downwind samples, at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high-volume sampling. The concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rules are implemented and appropriately documented.

Other requirements of Rule 403 include not causing or allowing emissions of fugitive dust that would remain visible beyond the property line; no track-out extending 25 feet or more in cumulative length and all track-out to be removed at the conclusion of each workday; and using the applicable best available control measures included in Table 1 of Rule 403.

Rule 1113 (Architectural Coatings)

Construction of this project will include the application of architectural coatings and be subject to SCAQMD Rule 1113 (Architectural Coatings). Among other applicable provisions, Rule 1113 requires whoever applies, stores at a worksite, or solicits the application of architectural coatings to use coatings that have VOC less than or equal to the VOC limits specified in Table 1 of the rule.

11 A metric distance is noted because the localized significance analysis used later (see **Section 4.3.7**) uses meters.

4.3.7 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact

The South Coast 2022 AQMP, discussed above, incorporates land use assumptions from local general plans and regional growth projections developed by SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporate projections from local general plans. The proposed project is located within the City of Banning and is governed by the land use policies of the City of Banning General Plan and the implementing regulations of the City's Zoning Code. The project site is designated Open Space – Parks, which supports recreational, cultural, and passive public uses.[12] No change in land use designation or zoning is required, and the project does not propose the introduction of non-recreational or incompatible uses. All proposed facilities, including playgrounds, parking areas, restrooms, concessions, and support buildings are permitted under the current General Plan and zoning designations. The land use and zoning would continue to be consistent with the local plans, and the impacts of the project are still accounted for in the AQMP.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. The project would create minimal increase in population and overall vehicle miles traveled (VMT), which would be included in the growth rates forecasted in the AQMP.

Additionally, to help the implementation of the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. The SCAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant (SCAQMD, 2023). They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-3**. A project is considered to have a significant regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

[12] Refer to **Section 4.11.**

Table 4.3-3
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (pounds/day)	Operational Thresholds (pounds/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Source: SCAQMD, 2023.

Regional Construction Emissions

Construction activities for the project will be phased, with Phase 1 consisting of the construction of pathways, landscaping, parking, and recreational surfaces. Phase 1 is expected to last approximately nine months and would start in January 2027 and end in September 2027. The rest of the planned development will be built out as the "Master Plan" and would consist of elements such as play areas, other pathways, restrooms, a hotel, event center, and more parking. The construction schedule of the Master Plan has not yet been determined, but for the purposes of this analysis a schedule was generated to begin in January 2029 and end in July 2030. This analysis is conservative. No Master Plan construction schedule was available and actual construction is likely to take longer than estimated here. Therefore, annual construction emissions are expected to be lower than those modeled here. **Section 3.2** further details the proposed development for Phase 1 and the Master Plan.

Table 4.3-4 shows the project schedule used for the air quality, GHG emissions, and noise analyses.

Table 4.3-4
CONSTRUCTION SCHEDULE

Construction Phase	Start	End
Phase 1 Site Preparation	January 4, 2027	February 5, 2027
Phase 1 Grading	February 6, 2027	April 30, 2027
Phase 1 Paving	May 1, 2027	September 17, 2027
Phase 1 Architectural Coating	September 18, 2027	September 24, 2027
Master Plan Demolition	January 1, 2029	January 29, 2029
Master Plan Site Preparation	January 30, 2029	February 13, 2029
Master Plan Grading	February 14, 2029	March 28, 2029
Master Plan Building Construction	March 29, 2029	May 23, 2030
Master Plan Paving	May 24, 2030	June 21, 2030

Construction Phase	Start	End
Master Plan Architectural Coating	June 22, 2030	July 20, 2030

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The quantity of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

Estimated criteria pollutant emissions from the project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.46 (CAPCOA, 2022). CalEEMod is a planning tool for estimating emissions related to land use projects. Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. Offroad construction equipment information was supplied by the client, but CalEEMod defaults were used for onroad construction traffic inputs.

As shown in **Table 4.3-5** and **Table 4.3-6**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be less than significant. Refer to **Appendix B** of this document for air quality calculations.

Table 4.3-5
PHASE 1 MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2027	6.11	20.47	19.80	5.65	2.53
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.46) (CAPCOA, 2022).

Table 4.3-6
MASTER PLAN MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2029	3.02	25.99	28.84	8.98	4.99
Maximum Emissions, 2030	7.76	8.55	13.49	0.44	0.28
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.46) (CAPCOA, 2022).

Regional Operational Emissions

The project proposes an event center with outdoor and indoor event space, restrooms throughout the park, a 9-unit hotel, and special landscaped areas. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the project. Note that operational emissions for Phase 1 and the Master Plan are presented individually in **Table 4.3-7** and **Table 4.3-8**, respectively. **Table 4.3-9** presents the combined operational emissions after full buildout of the project. As seen in each table, for each criteria pollutant, operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, regional operational emissions would be less than significant**.**

Table 4.3-7
PHASE 1 MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (lbs/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.03	0	0	0	0
Energy Source Emissions	0	0	0	0	0
Mobile Source Emissions	0.01	0.02	0.15	0.04	0.01
Total Operational Emissions	**0.04**	**0.02**	**0.15**	**0.04**	**0.01**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.46) (CAPCOA, 2022).

Table 4.3-8
MASTER PLAN MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (lbs/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.92	0.01	1.14	0.002	0.002
Energy Source Emissions	0.01	0.24	0.20	0.02	0.02
Mobile Source Emissions	0.75	0.86	8.72	2.58	0.66
Total Operational Emissions	**168**	**1.11**	**10.06**	**2.6**	**0.68**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.46) (CAPCOA, 2022).

Table 4.3-9
FULL BUILDOUT MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS[13]

Emission Source	Pollutant (lbs/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.96	0.01	1.14	0	0
Energy Source Emissions	0.01	0.24	0.20	0.02	0.02
Mobile Source Emissions	2.41	2.89	27.85	7.75	2.00
Total Operational Emissions	**3.38**	**3.14**	**29.19**	**7.76**	**2.02**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.46) (CAPCOA, 2022).

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact

Since the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed by using the same significance criteria as those for project-specific impacts (SCAQMD, 2003, p. D-3). Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the SCAB is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

[13] Operational emissions for full buildout of the project were calculated by combining both phases of the project into one CalEEMod run.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Construction of the project would generate short-term and intermittent emissions. Following the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. The residence situated at southwest corner of the project site at 2021 West Wilson Street is the nearest sensitive receptor (less than 25 meters away).[14] LSTs for projects in Source Receptor Area 29 (Banning Airport) were obtained from tables in Appendix C of the aforementioned methodology. **Table 4.3-10** shows the results of the localized significance analysis for the project. Localized short-term air quality impacts from construction of the project would be less than significant.

Table 4.3-10
RESULTS OF UNMITIGATED LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Construction Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum daily unmitigated emissions– *Phase 1*	28.0	28.3	8.8	5.0
SCAQMD LST for 1.5 acres @ 25 meters[15]	*117*	*1,210*	*12.5*	*5.5*
Maximum daily unmitigated emissions– *Master Plan*	25.9	28.1	8.8	4.9
SCAQMD LST for 3 acres @ 25 meters[16]	*131*	*1,420*	*19*	*7*
Significant (Yes or No)	**No**	**No**	**No**	**No**

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook (*SCAQMD, 1993*)*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and

[14] According to SCAQMD guidance, a receptor closer than 25 meters to the source may be assumed to be 25 meters away (Chico and Koizumi, 2008, p. 3-3).

[15] For the Phase 1 analysis, LST values were linearly interpolated SCAQMD thresholds for 1-acre and 2-acre sites at a 25-meter receptor distance to derive the applicable LST for a maximum daily disturbance area of 1.5 acres.

[16] For the Master Plan analysis, SCAQMD guidance was applied to estimate a maximum disturbance area of 3 acres during construction. For a conservative analysis, the more stringent LSTs for a 2-acre site were used.

the odors would be typical of most construction sites and temporary in nature. The project would not create substantial objectionable odors, and this impact would be less than significant.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
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?				**X**
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 nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
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?		**X**		

The information in this Section is based on the following technical reports:

- Biological Resources Technical Report (BRTR), Gilman Historic Ranch Master Plan Project Site, City of Banning, California. Prepared by Cadre Environmental, dated October 2026 (Cadre, 2026); a complete copy of this Report is included as **Appendix C1**.

- Focused Burrowing Owl Surveys for the Gilman Historic Ranch Park. Prepared by Cadre Environmental, dated June 2024 (Cadre, 2024a); a complete copy of this Report is included as **Appendix C2.**

- Narrow Endemic Sensitive Plant Surveys for the Gilman Historic Ranch Park. Prepared by Cadre Environmental, dated June 2024 (Cadre, 2024b); a complete copy of this Report is included as **Appendix C3**.

- 2026 Proposed Gilman Ranch Project Crotch's Bumble Bee Summary Report, Riverside County, California. Prepared by Huffman Environmental, LLC, dated June 19, 2026 (Huffman, 2026); a complete copy of this Report is included as **Appendix C4**.

4.4.1 Methodology

4.4.1.1 Literature Review

Existing biological resource conditions within and adjacent to the project site were initially investigated through review of pertinent scientific literature. Federal register listings, protocols, and species data provided by the United States Fish and Wildlife Service (USFWS) were reviewed in conjunction with anticipated federally listed species potentially occurring within the project site. The California Natural Diversity Database (CDFW, 2024a), a California Department of Fish and Wildlife (CDFW) Natural Heritage Division species account database, was also reviewed for all pertinent information regarding the locations of known occurrences of sensitive species in the vicinity of the property. Geologic and soil maps were examined to identify local soil types that may support sensitive taxa. Aerial photographs, topographic maps, and vegetation and rare plant maps prepared by previous studies in the region were used to determine community types and other physical features that may support sensitive plants/wildlife, uncommon taxa, or rare communities that occur within the project site. In addition, numerous regional floral and faunal field guides were utilized in the identification of species and suitable habitats. Combined, the sources reviewed provided an excellent baseline from which to inventory the biological resources potentially occurring in the area. Other sources of information included the review of unpublished biological resource letter reports and assessments. Other CDFW reports and publications consulted include the following:

- CDFW Natural Communities List (CDFW, 2023b)

- CDFW Special Animals List (CDFW, 2024c).

- CDFW State and Federally Listed Endangered and Threatened Animals of California (CDFW, 2024d).

- California Natural Diversity Database (CNDDB), provided by the CDFW (CDFW, 2023a).

- CDFW, Endangered, Threatened, and Rare Plants of California (CDFW, 2024e).

- CDFW, Special Vascular Plants, Bryophytes, and Lichens (CDFW,2024f).

- *A Manual of California Vegetation, Online Edition* (CNPS, 2023b).

- Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) Information Map (RCA, 2023).

4.4.1.2 Field Surveys

An initial reconnaissance survey of the project Site and offsite impact areas was conducted by Ruben Ramirez, Cadre Environmental on March 17th, 2023 in order to characterize and identify potential wildlife habitats, sensitive resources, and to establish the accuracy of the data identified in the literature search and previous surveys. A second habitat assessment survey was conducted on March 28, 2024 (Cadre, 2025).

The MSHCP has determined that all of the sensitive species potentially occurring within the project site have been adequately covered (RCA, 2004a). However, additional surveys may be required for narrow endemic plant, criteria area, and specific wildlife species if suitable habitat is documented onsite and/or if the property is located within a predetermined "Survey Area" (RCA, 2004b). Based on the initial MSHCP review of predetermined Survey Areas, habitat assessments and focused surveys (as warranted) were conducted for the following six species.

Narrow Endemic Species

- Yucaipa (Marvin's) onion (*Allium marvinii)* [California Rare Plant Ranks (CRPR) 1B.2];[17]
- many-stemmed dudleya (*Dudleya multicaulis)* [CRPR 1B.2];

Section 6.1.2 Riparian, Riverine, Vernal Pool Species

- least Bell's vireo (*Vireo bellii pusillus*) [Federal Endangered (FE)/ (SE)];
- southwestern willow flycatcher (*Empidonax traillii extimus*) [FE/SE];
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) [SE].

Wildlife Species

- burrowing owl (*Athene cunicularia*) [California Species of Special Concern (SSC)].
- Crotch's bumble bee (*Bombus crotchii*) [state candidate endangered species]

No suitable habitat for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo was detected within the project site; therefore, no surveys are required (Cadre, 2025, p. 60).

Plant and wildlife species listed under the federal Endangered Species Act (ESA) or under the California Endangered Species Act (CESA) are referred to collectively as "listed species" in this Section. Plant and wildlife species not listed under ESA or CESA but still protected by federal agencies, state agencies, local or regional plans such as the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and/or nonprofit resource organizations, such as the California Native

[17] Species status abbreviations:
CRPR 1B.2: plants rare, threatened, or endangered in California, but more common elsewhere; and fairly endangered in California.
SE: listed as State Endangered
FE: listed as Federally Endangered
SSC: State Species of Special Concern

Plant Society (CNPS), are collectively referred to as "sensitive species" in this Section. The term "special-status species" is used when collectively referring to both listed and sensitive species.

4.4.2 Environmental Setting

The project is located in the City of Banning, which is located in the San Gorgonio Pass between the Santa Ana River Valley and the Coachella Valley in northern Riverside County, California (Google Earth Pro, 2023). The project is located within the Pass Area Plan of the MSHCP (RCA, 2023). A mixture of residences and vacant land surround the project site, comprising offsite areas of the biological study area (BSA) shown in **Figure 4.4-1**. The project site is located in a relatively urbanized area, limiting the habitat quality for many special status plant and wildlife species. The project site has a relatively flat topography, with elevations on the project site ranging from approximately 2,541 to 2,700 feet above mean sea level (AMSL). The northern segment of the project site contains elevations at the higher end of this range, and slopes facing to the south. The project site is currently undeveloped except for the wagon museum, ranch house, and associated buildings and landscaping—mainly in the northeast quadrant of the project site—along with access driveways extending north-south and east-west through the central part of the site. Stormwater runoff generated on the project site is discharged as sheet flow toward the south.,

4.4.3 Survey Results

Land Cover Types

Non-native Grassland/Ruderal

The majority of the project site is characterized as non-native grassland/ruderal characterized as having a generally even distribution of grasses and invasive species. Grass species documented within this vegetation community include wild oat (*Avena fatua*), slim oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), foxtail brome (*Bromus madritensis* ssp. *rubens*), and goldentop (*Lamarckia aurea*). Other species documented throughout this vegetation community include stinknet (*Oncosiphon piluliferum*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), California poppy (*Eschscholzia californica*), and common fiddleneck (*Amsinckia menziesii*) (Cadre, 2025).

Ornamental

Several recreational common areas adjacent to the Gilman Historic Museum including the Marshall French Gilman Native Plant Garden are characterized as ornamental plantings. Species documented within this vegetation community include but are not limited to chinaberry (*Melia azedarach*), olive (*Olea europaea*), Incense cedar (*Calocedrus decurrens*), palo verde (*Parkinsonia aculeata*), tree of heaven (*Ailanthus altissima*), Mexican fan palm (*Washingtonia robusta*), Arizona ash (*Fraxinus velutina*), and citrus trees (Cadre, 2025).

Disturbed

Disturbed regions of the project site include dirt roads generally devoid of vegetation.

Developed

Developed region of the project site included paved roads, museum and support structures.

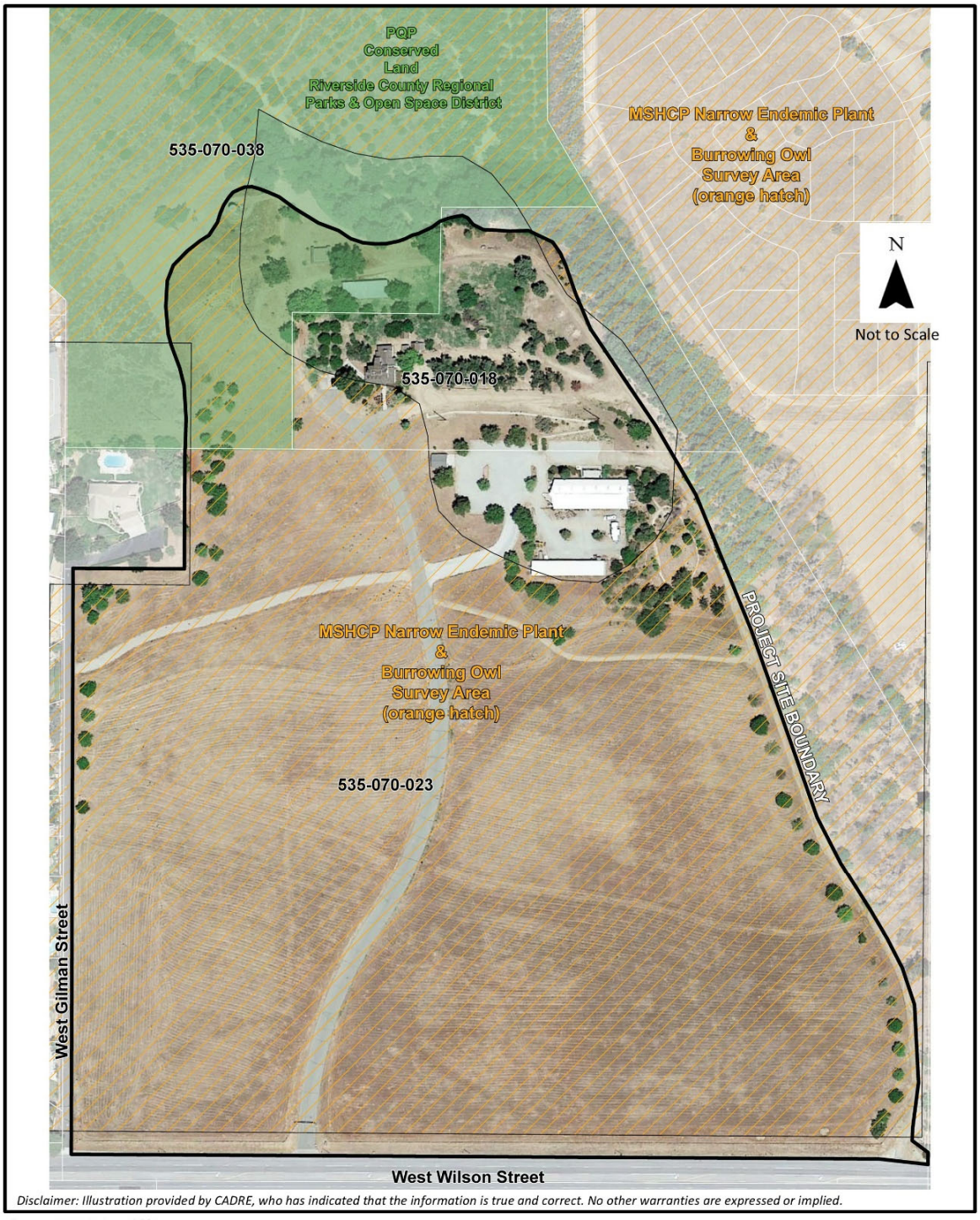
Sensitive Plant Species

No sensitive plant species were observed onsite during surveys for the biological resources technical report and during focused surveys for narrow endemic plant species.

Narrow Endemic Plant Species Surveys

The project site is in a survey area for two MSHCP narrow endemic plant species: Yucaipa (Marvin's) onion (*Allium marvinii*), and many-stemmed dudleya (*Dudleya multicaulis*). Neither of those species was observed onsite during focused surveys for those two species during Spring 2023 and 2024 (Cadre, 2024b).

Figure 4.4–1
BIOLOGICAL STUDY AREA (BSA)



Source: CADRE, June 2024.

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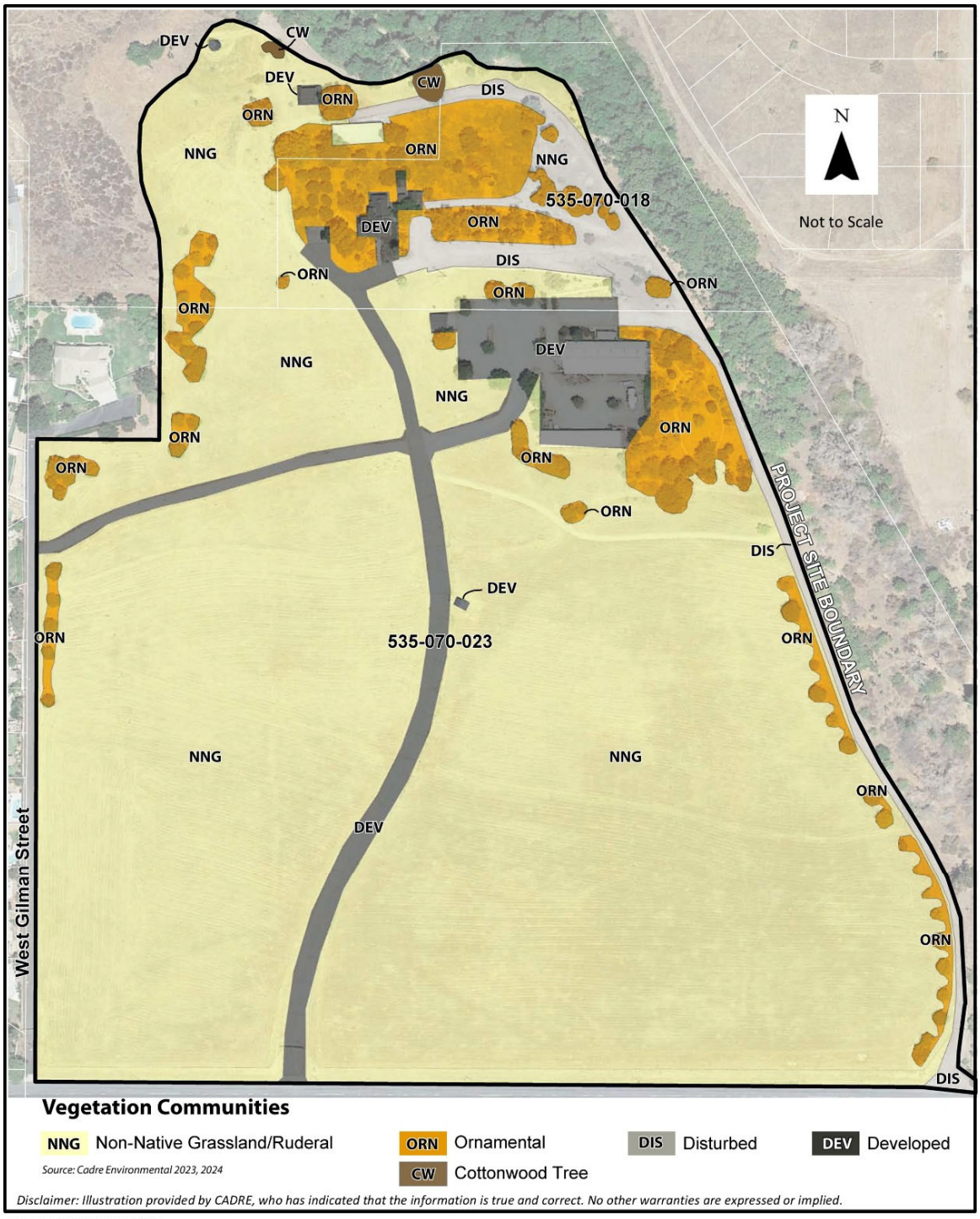
Gilman Historic Ranch Master Plan
And Stagecoach Stop Park Design

Site Boundary

Figure 4.4–2
LAND COVER TYPES



Source: CADRE, June 2024.

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Vegetation Communities

Special Status Wildlife

No sensitive wildlife species were observed onsite.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern (SSC) and is an MSCHP covered species. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the property including foraging habitat documented throughout the project site. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the spring of 2023 and 2024. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2023 and 2024 survey efforts.

Crotch's bumble bee

Crotch's bumble bee (CBB; *Bombus crotchii*) is a state candidate endangered species and is not covered under the MSHCP. Suitable scattered foraging habitat for the Crotch's bumble bee is present. Burrows representing suitable nesting resources were also documented throughout the project site. Focused surveys for CBB were conducted by Garrett Huffman and Tawni Gotbaum of Huffman Environmental on April 21, May 7, and June 5, 2026. Biologists concentrated their efforts in areas with the highest quality and density of flowering plant species commonly associated with CBB foraging behavior. The Survey Area was predominantly composed of ornamental vegetation. Nectar species that were focused upon consisted of primarily Mexican palo verde (*Parkinsonia aculeata*), California buckwheat (*Eriogonum fasciculatum*), and scattered ornamental nectar. No CBB were observed during any of the three rounds of surveys (Huffman, 2026).

4.4.4 Discussion of Impacts

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

Less Than Significant with Mitigation Incorporated

Impacts on Special Status Plants

Based on a literature review and query from publicly available databases (hereafter, plant inventory), the BRTR assessed the potential for 23 sensitive plant species to occur onsite and determined that each species has no potential to occur onsite due to lack of suitable habitats and soils. No sensitive plant species were observed onsite during surveys for the biological resources technical report and during focused surveys for narrow endemic plant species.

The project site is in a survey area for two MSHCP narrow endemic plant species: Yucaipa (Marvin's) onion (*Allium marvinii*), and many-stemmed dudleya (*Dudleya multicaulis*). Neither of those species was observed onsite during focused surveys for those two species during spring 2023 and 2024. Impacts to special-status plants would be less than significant.

Impacts on Special Status Wildlife

No sensitive wildlife species were observed onsite.

MSHCP Planning Species and Species Adequately Covered by the MSHCP.

A total of four MSHCP Planning Species have the potential to occur within the project site including Cooper's hawk (*Accipiter cooperii*), white-tailed kite (*Elanus leucurus*), bobcat (*Lynx rufus*), and mountain lion (*Puma concolor*). The MSHCP has determined that these sensitive species potentially occurring within the project site have been adequately covered. Riverside County is required to pay an MSHCP Public Project Fee (PPF) to the Regional Conservation Agency (RCA), the agency that administers the MSHCP. The purpose and intent of the PPF includes acquiring and preserving vegetation communities and natural areas within the City/County and the region which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species. Impacts on MSHCP planning species would be less than significant after payment of the PPF.

A total of three sensitive species has the potential to occur within the project site including grasshopper sparrow (*Ammodramus savannarum*), California horned lark (*Eremophila alpestris actia*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). As previously stated, the MSHCP has determined that these sensitive species potentially occurring within the project site have been adequately covered. Impacts on these three species would be less than significant after payment of the required PPF.

Species Not Covered by the MSHCP

Burrowing Owl (Athene cunicularia)

The project site occurs partially within a predetermined Survey Area for the burrowing owl (BUOW; *Athene cunicularia*). The BUOW is a small ground-inhabiting owl that is found throughout the southern United States. Typical BUOW habitat is open, dry, flat ground or low rolling hills with sparse vegetation, containing available burrows. In general, BUOW prefer to occupy open habitat with sparse tree and shrub cover because the sparse vegetative cover improves their ability to spot and hunt prey. Nest and roost burrows of the BUOW in California are most commonly dug by California ground squirrels (*Spermophilus beecheyi*) but may also be created by other mammals. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the property including foraging habitat documented throughout the project site. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the Spring of 2023 and 2024. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2023 and 2024 survey efforts. At a minimum, an MSHCP 30-day preconstruction survey will be required immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. Such a preconstruction survey is required as **Mitigation Measure BIO-3**.

Crotch's bumble bee (Bombus crotchii)

Suitable low-quality habitat was documented onsite for one special-status invertebrate species not covered under the MSHCP: Crotch's bumble bee (CBB; *Bombus crotchii*), which is State Candidate Endangered (SCE). Burrows representing suitable nesting resources were also documented throughout the project site. Scattered plant species in the genera of several food resources

documented to be utilized by Crotch's bumble bee were documented within the project site including *Medicago, Eschscholzia, Eriogonum, Lupinus, and Salvia.* Focused surveys for CBB were conducted by Garrett Huffman and Tawni Gotbaum of Huffman Environmental on April 21, May 7, and June 5, 2026. Biologists concentrated their efforts in areas with the highest quality and density of flowering plant species commonly associated with CBB foraging behavior. The Survey Area was predominantly composed of ornamental vegetation. Nectar species that were focused upon consisted of primarily Mexican palo verde (*Parkinsonia aculeata*), California buckwheat (*Eriogonum fasciculatum*), and scattered ornamental nectar. No CBB were observed during any of the three rounds of surveys (Huffman, 2026). Impacts on CBB would be less than significant.

Special-Status Bat Species

Suitable roosting habitat was documented onsite for two special-status bat species not covered under the MSHCP including western yellow bat (*Lasiurus xanthinus*) and pocketed free-tailed bat (*Nyctinomops femorosaccus*). Suitable habitat onsite for western yellow bat consists of a few Mexican fan palm trees. Buildings onsite provide suitable roosting habitat for pocketed free-tailed bat. Potential impacts to roosting bats would be reduced to less than significant with the implementation of Mitigation Measure **BIO-5**: Preconstruction Bat Surveys.

Migratory Birds

The project site possesses vegetation including shrubs and trees expected to potentially provide nesting habitat for migratory birds protected under the California Fish and Game Code (FGC) and the federal Migratory Bird Treaty Act (MBTA). Measures for potential direct/indirect impacts to common and sensitive bird and raptor species will require compliance with the FGC Code Section 3503. Construction outside the nesting season (that is, between September 1st and January 31st) does not require preconstruction nesting bird surveys. However, if construction is proposed between February 1st and August 31st, a preconstruction nesting bird and raptor survey(s) no more than three (3) days prior to initiation of grading is required to document the presence or absence of nesting birds within or directly adjacent to the project site. A preconstruction nesting bird and raptor survey is required as **Mitigation Measure BIO-4**.

Vernal Pools and Related Species

No evidence of vernal pools or other inundated areas onsite was found. Soils onsite are all well-drained; thus, vernal pools or other inundated areas are not expected due to the soil types onsite. No features are present that would support fairy shrimp.

Note that the project site is not in an MSHCP amphibian species survey area or MSHCP mammal species survey area.

Mitigation Measures

MM BIO-1: MSHCP Public Projects Fee

The RCRPOSD shall pay MSHCP Public Project fees as established by the RCA and implemented by the County of Riverside Regional Park and Open-Space District.

MM BIO-2: **Crotch's Bumble Bee Preconstruction Survey**

Although focused surveys did not result in the detection of Crotch's bumble bee, based on the presence of suitable habitat, the following preconstruction survey has been included as a conservation measure. This conservation and avoidance measure shall only be required if Crotch's bumble bee remains as a candidate state endangered species or is listed as a state endangered species at the time of project construction. If Crotch's bumble bee is delisted, this measure shall not be required. Due to the presence of suitable habitat for Crotch's bumble within the Project Site, the following measures shall be implemented to reduce potential impacts to this species:

Pre-construction Survey: To the extent feasible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) shall occur outside of the Crotch's bee flight season (February 1st through October 31st). If construction activities must occur during the flight season, a qualified biologist shall conduct a pre-construction survey for Crotch's bumble bee queens, gynes, and colonies. The survey shall be conducted no more than 14 days prior to construction during optimal weather conditions (e.g., warm, sunny days between 65- and 90-degrees Fahrenheit). If the pre-construction survey is negative, no further assessment shall be required, and construction activities shall be allowed to proceed without any further requirements. If Crotch's bumble bee is detected during the preconstruction survey, the measures below shall be implemented.

CESA Compliance: Prior to issuance of a grading permit, it shall be demonstrated that CESA-required consultation with CDFW regarding the project's effects to Crotch's bumble bee has occurred, and, if take of Crotch's bumble bee is expected, that CDFW has authorized such take through an incidental take permit, as applicable.

MM BIO-3: MSHCP Burrowing Owl 30-Day Preconstruction Surveys

Although BUOW was not detected on site during the focused surveys, the BSA contains suitable habitat to potentially support BUOW in the future. Therefore, a 30-day pre-construction survey for burrowing owls is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the City of Banning and the Wildlife Agencies and will need to coordinate further with City and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan (BOPRP), prior to initiating ground disturbance.

A BOPRP is expected to include actions such as:

- Delaying grading, construction, and other project activities on all grassland habitat until the qualified biologist has implemented burrow exclusion and closure.

- No ground-disturbing activities within 50 meters (165 feet) of an active BUOW burrow will be permitted until burrow exclusion and closure have been implemented. No destruction of foraging habitat will be permitted until burrow exclusion and closure have been implemented.

- passive relocation of an active BUOW burrow by installing a one-way door and then permanently excluding the BUOW from returning once it is confirmed that no BUOW

individuals remain in the burrow. A biological monitor will visit the site daily to verify that the burrow is empty by monitoring and scoping the burrow.

- Considering that there is not adequate BUOW habitat of at least 6.6 acres to which an excluded BUOW pair can relocate, the project applicant shall pay a Local Development Mitigation Fee to the County of Riverside to offset the impacts to the BUOW pair and the loss of 33.44 acres of suitable BUOW habitat within the project site. All surveys and reporting required by the MSHCP will be complied with including a 30-day pre-construction BUOW survey.

- A biological monitor will be onsite to monitor any BUOW or signs of BUOW. If any BUOW are observed, then the biologist will consult with the Regional Conservation Authority and CDFW to determine the appropriate measures.

If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

Following completion of the burrowing owl 30-day preconstruction survey in compliance with MSHCP conservation goals for the target species, the project will be consistent with MSHCP Section 6.3.2

MM BIO-4: Pre-Construction Breeding Bird Survey

Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird species will require compliance with the MBTA and CDFG Code Section 3503, 3503.5, and 3513. Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified biologist will conduct a preconstruction nesting bird and raptor survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent to the project site.

The survey(s) will focus on identifying any bird nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, will be submitted to the City of Banning for review and approval prior to initiation of grading in the nest-setback zone.

The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, will be submitted to the City of Banning documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.

MM BIO-5: Preconstruction Bat Survey

Suitable roosting habitat was documented onsite for two special-status bat species not covered under the MSHCP including western yellow bat (*Lasiurus xanthinus*) and pocketed free-tailed bat (*Nyctinomops femorosaccus*). Suitable habitat onsite for western yellow bat consists of a few Mexican fan palm trees. Buildings onsite provide suitable roosting habitat for pocketed free-tailed bat. To avoid potential impacts to special-status bat species and identify roosting habitat, a preconstruction bat survey shall be conducted by a qualified bat biologist. The survey shall be conducted within the Project site and 100-foot buffer during appropriate weather conditions per the bat biologist's recommendations. Note that the project does not propose removal or disturbance of Mexican fan palm trees; the only disturbances to existing buildings would occur after Phase 1 of the project. Thus, this mitigation measure will only be implemented after Phase 1. If bats are identified, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance, and presence of a maternal colony. If any evidence of bat occupation is identified during the survey, the qualified bat biologist shall then provide additional measures to avoid impacts to roosting bats, and if the observed species has special status, as recommended by the CDFW. Measures provided shall be specific to the individual roost species present, and proposed construction activities, and shall include: a) postponement of Project activities within a no-work buffer specified by the bat biologist to outside of the bat maternity season (typically, maternity season is April 1st through August 31st) if a maternity colony is identified to be present and b) monitoring of Project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted if a nonmaternal roosting colony is present at the qualified bat biologist's discretion. If the qualified bat biologist determines that nonmaternal colony roosting bats are disturbed by construction activities, construction activities shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) shall be required before activities resume. If a maternity colony is present, tree removal and/or building structure modifications shall occur outside the bat maternity season (typically April 1st through August 31st) in the fall (after flightless young have become volant as determined by the qualified bat biologist) and under the supervision of a qualified bat biologist. A report of the findings prepared by a qualified biologist shall be submitted to the City of Banning prior to initiation of construction.

Level of Significance After Mitigation

Implementation of Mitigation and Conservation Measures **BIO-1** through **BIO-5** would reduce all potentially significant impacts on biological resources below a level of significance and ensure compliance with MSHCP conservation requirements.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact

No vegetation communities listed by CDFW as sensitive were documented within the project site (Cadre, 2024, p. 21). The BRTR identified four vegetation communities onsite: non-native grassland/ruderal, ornamental, disturbed and developed (see descriptions above in Section 4.4-2). No MSHCP Section 6.1.2 riparian scrub, forest, woodland or riverine habitat is located within the project site. No features regulated by the USACE, CDFW, or RWQCB were documented within the project site (Cadre, 2024a, p. 21). No impact would occur.

c) Would the project 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?

No Impact

No features regulated by the USACE, CDFW, or RWQCB were documented within the project site. No MSHCP Section 6.1.2 riparian scrub, forest, woodland or riverine habitat is located within the project site (Cadre, 2024a, p. 21).

No evidence of vernal pools, seasonal depressions, seasonally inundated road ruts or other wetland features were recorded on the project site. Vernal pools are depressions in areas where a hard-underground layer prevents rainwater from draining downward into the subsoils. When rain fills the pools in the winter and spring, the water collects and remains in the depressions. In the springtime, the water gradually evaporates away, until the pools became completely dry in the summer and fall. Vernal pools tend to have an impermeable layer that results in ponded water. The soil texture (the amount of sand, silt, and clay particles) typically contains higher amounts of fine silts and clays with lower percolation rates. Pools that retain water for a sufficient length of time will develop hydric cells. Hydric cells form when the soil is saturated from flooding for extended periods of time and anaerobic conditions (lacking oxygen or air) develop. No indication of clay substrates or hydric soils were documented within the project site.

A review of historic aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historic aerials taken in 2011 and 2023 represent an ideal baseline during which know (previously documented) inundated vernal pools, seasonal depressions and road ruts can easily be seen. No sign or indication of inundation was documented within the project site during a review of historic aerials. In summary, none of the conditions (i.e., no inundated depressions including road ruts, hydric soils, historic inundation, etc.) were observed on documented within the project site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water was recorded (Cadre, 2025, p, 21).

A freshwater emergent wetland is mapped on the National Wetlands Inventory extending northwest-southeast near the east project site boundary (USFWS, 2023). The project does not propose removal, filling, or discharge of runoff to the wetland. No impact would occur.

d) Would the project 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?

Less Than Significant Impact

The project site is not located within or adjacent to an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. The project site is bound to the west and south by high density residential development and high traffic road (West Wilson Street) and does not represent or contribute to a regional wildlife movement corridor (Cadre, 2025, p. 46). Impacts on wildlife movement corridors, and wildlife nursery sites would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant

RCRPOSD issues its own permits for tree removals. The project involves removal of one mature tree in the east-central part of the project site. Riverside County does not have an ordinance pertaining to this tree. The following Riverside County ordinances govern tree removals:

Ordinance No. 559, Native Tree Removal, applies to unincorporated county areas above 5,000 feet elevation on parcels greater than 0.5 acres. Ordinance No. 559 also sets forth guidelines for management of oak trees in unincorporated County area; the tree to be removed is not an oak tree.[18] Project development would involve removal of one mature tree, a palo verde (*Parkinsonia sp*.) (Miller, 2026b). Ordinance No. 559 would not apply to the proposed project.

Ordinance No. 499, Roadside Trees, requires a permit for trimming or removal of a tree planted in a county highway right-of-way. No county highway rights-of-way are in or next to the project site.

Project implementation, including the removal of one mature tree, would not conflict with Riverside County ordinances referenced above, and impacts would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant with Mitigation Incorporated

The project site is located completely within the MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities including the City of Banning. The project site is located within the Pass Area Plan of the MSHCP.

MSHCP Reserve Design & Criteria Area Objectives

The project site is not located within an MSHCP Criteria Area Cell or Cell Group. Therefore, no Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) are required.

The Pass - Special Linkage Area

The project site is not located within or adjacent to an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area.

MSHCP Sensitive Species Surveys

Narrow Endemic Plant Species Surveys

The project site occurs partially within a predetermined Survey Area for two MSHCP narrow endemic plant species including Yucaipa (Marvin's) onion, and many-stemmed dudleya (RCA GIS Data Downloads 2024). No suitable habitat or clay substrates were documented onsite, and the species

[18] County oak tree management guidelines apply to oak trees in unincorporated County area at any elevation, not just trees at over 5,000 feet elevation.

are not expected to occur onsite. However, to ensure MSHCP narrow endemic plants species are adequately addressed, focused surveys were conducted during the spring of 2023 and 2024, as outlined in Table 2, *Sensitive Plant Species with Potential to Occur Onsite,* in the BRTR (see **Appendix C1**). Neither species was documented onsite during focused surveys conducted during the spring of 2023 and 2024. The project is consistent with MSHCP Section 6.1.3.

Burrowing Owl Surveys

The project site occurs partially within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the property including foraging habitat documented throughout the project site. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the Spring of 2023 and 2024. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2023 and 2024 surveys. At a minimum, an MSHCP 30-day preconstruction survey will be required immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. If burrowing owls are detected onsite during the burrowing owl 30-day preconstruction survey, a burrowing owl relocation plan will be developed for the passive/active translocation of individuals as directed by the City of Banning and MSHCP wildlife agencies. Following completion of the burrowing owl 30- day preconstruction survey (required herein as **MM BIO-3**) and compliance with MSHCP species guidelines, if detected, the project will be consistent with MSHCP Section 6.3.2

Other Sensitive Species Surveys

The project site is not located within an MSHCP Criteria Area Species Survey Area; therefore, no surveys are required (RCA, 2024). The project is consistent with MSHCP Section 6.3.2.

The project site is not located within an MSHCP Amphibian or Mammal Species Survey Area; therefore, no surveys are required (RCA, 2024). The project is consistent with MSHCP Section 6.3.2.

MSHCP Riparian, Riverine, and Vernal Pool Resources (Section 6.1.2)

Riparian and riverine areas are defined as:

> "*Riparian/Riverine Areas are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year*."

Vernal pool resources are defined as:

> *"…seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season".*

No MSHCP Section 6.1.2 riparian scrub, forest or woodland habitat is located within the project site. No suitable habitat for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo was detected within the project site; therefore, no surveys are required. The project is consistent with MSHCP Section 6.3.2.

No MSHCP Section 6.1.2 riverine habitat is located within the project site. The project is consistent with the MSHCP Section 6.3.2.

No evidence of vernal pools, seasonal depressions, seasonally inundated road ruts or other wetland features were recorded on the project site. Vernal pools are depressions in areas where a hard-underground layer prevents rainwater from draining downward into the subsoils. When rain fills the pools in the winter and spring, the water collects and remains in the depressions. In the springtime, the water gradually evaporates away, until the pools became completely dry in the summer and fall. Vernal pools tend to have an impermeable layer that results in ponded water. The soil texture (the amount of sand, silt, and clay particles) typically contains higher amounts of fine silts and clays with lower percolation rates. Pools that retain water for a sufficient length of time will develop hydric cells. Hydric cells form when the soil is saturated from flooding for extended periods of time and anaerobic conditions (lacking oxygen or air) develop.

Consistent with conditions documented onsite and as previously stated, the project site is characterized as Greenfield sandy loam, Hanford course sandy loam, Soboba stony loamy sand and Terrace escarpments – all possessing well drained substrates. No indication of clay substrates or hydric soils were documented within the project site. A review of historic aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historic aerials taken in 2011 and 2023 represent an ideal baseline during which known (previously documented) inundated vernal pools, seasonal depressions and road ruts can easily be seen. No sign or indication of inundation was documented within the project site during a review of historic aerials. In summary, none of the conditions (i.e., no inundated depressions including road ruts, hydric soils, historic inundation, etc.) were observed or documented within the project site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water was recorded.

The project is consistent with MSHCP Section 6.3.2 and a Determination of Biological Equivalent or Superior Preservation (DBESP) is not required.

MSHCP Urban/Wildlands Interface Guidelines

The MSHCP Urban/Wildlands Interface guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area.

The project site is not located adjacent to an existing or proposed MSHCP Conservation Area. However, the northern region of the project site is located within and adjacent to Public/Quasi-Public (PQP) Conserved Land - County of Riverside Regional Park and Open-Space District. Therefore, as addressed in the following report all proposed Urban/Wildlands Interface Guidelines will be required and implemented. The project is consistent with MSHCP Section 6.1.4.

MSHCP Fuels Management Guidelines

The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas.

The project site is not located within or adjacent to an existing or proposed MSHCP Conservation Area. However, the northern region of the project site is located within and adjacent to PQP Conserved Land - County of Riverside Regional Park and Open-Space District. Therefore, as addressed in the following report all proposed MSHCP Fuels Management Guidelines will be required and implemented as directed by the City of Banning. The project is consistent with MSHCP Section 6.4.

Mitigation Measures

Implementation of MM BIO-1 (Public Projects Fee), BIO-2, (MSHCP Burrowing Owl 30-Day Preconstruction Surveys), BIO-3 (Pre-Construction Breeding Bird Survey), and BIO-4 (Preconstruction Bat Survey).

Level of Significance After Mitigation

Impacts on the MSHCP would be less than significant after implementation of **MMs BIO-1** through **BIO-5.**

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Information from CRM Tech's Historical/Archaeological Resources Report: Gilman Ranch Historic Park Improvement Project, City of Banning, Riverside County, California, dated March 15, 2026 (see **Appendix D**), has been included within this section.

Methodology

The cultural resources assessment (CRA) for the Gilman Ranch Historic Park project consisted of a records search in March of 2023 by the Eastern Information Center at the University of California, Riverside which was the designated cultural resource records repository for Riverside County at that time. A second records search was conducted on April 9, 2025, by CRM TECH archaeologist Deirdre Encarnación, M.A., at the South Coastal Information Center, San Diego State University, the current repository for Riverside County. Historical background research for this study was conducted by Deirdre Encarnación and CRM TECH historian/architectural historian Terri Jacquemain, M.A. Sources consulted during the research included published literature in local and regional history, historical maps of the Banning area, aerial/satellite photographs of the project vicinity, and historical news accounts. CRM TECH field director Hunter O'Donnell, B.A., and project archaeologist Victor Lopez, B.A., carried out the field survey of the project area with the assistance of Native American monitors Ryan Groves from the Morongo Band of Mission Indians and William Beyal from the Soboba Band of Luiseño Indians on January 30, 2026. The survey was completed on foot at an intensive level by walking a series of parallel east-west transects spaced 15 meters (approximately 50 feet) apart.

Assessment Findings

Records Search Findings

The records search results indicate that the project area was entirely or partially covered by at least six previous studies carried out between 1986 and 1998, including two studies on the Pope Adobe ruins at Gilman Ranch, two surveys associated with a Southern California Edison transmission line project, a cultural resources overview for the City of Banning General Plan, and a records review for a proposed telecommunications facility.

The records search results further demonstrate that a historical/archaeological site was previously recorded as lying partially within the current project boundaries. Designated 33-001701 (CA-RIV-

1701H) in the California Historical Resources Inventory, the site encompasses 126 acres of the former Gilman Ranch, of which the project area constitutes the southern portion (the ranch at one time encompassed about 500 acres). While occupying one third of the total acreage, the project area contains the core elements of the ranch and the historic park. Features of the site currently extant within the project boundaries include outbuildings such as a bunk house, olive curing shed, granary, and a reconstructed Victorian-style ranch house as well as olive, fig, and citrus trees, a stagecoach museum, and interpretative displays and activities.

Gilman Ranch was formally designated a California Point of Historical Interest in June 1967. Upon subsequent nomination by the Riverside County Parks Department, it was listed in the National Register of Historic Places in 1976 but was threatened with removal from the register in 1977 when fire destroyed the original Victorian ranch house. In addition to the historic-period feature, numerous prehistoric artifacts were also noted within the boundaries of Site 33-001701, such as groundstone and lithic artifacts. However, they were parts of the interpretative displays of the park and were not *in situ*.

Outside the project boundaries but within the half-mile scope of the records search, at least 14 additional cultural resources surveys were completed between 1979 and 2017 on various tracts of land and linear features. As a result, 10 additional cultural resources have been recorded within the scope of the records search. Among them, three were prehistoric in origin, including a site and an isolate (i.e., a locality with fewer than three artifacts) located adjacent to the project area and another site in the immediate vicinity, just east of the creek that borders the property.

Located adjacent to the northeastern portion of the project area, Site 33-015905 (CA-RIV-8263) was a habitation area recorded in 2007 as containing lithic and groundstone tools, lithic debitage, scattered ceramics, and burnt fragments of small to large mammal bone (McDougall and Formica 2007). According to ethnographic sources, Native American place names exist for the site in both Cahuilla and Serrano traditions, including *Chickisva* from Wanakik Cahuilla, and *Hekieved Apie* and *Gilbercostaño*, both from Serrano. Adjacent to the east-central portion of the project area, Isolate 33-015244 consisted of a single bifacial mano. Across the creek to the east, Site 33-000099 was a habitation area with worked stone as well as broken metates and manos.

The other seven known cultural resources within the records search scope were all sites from the historic period. Among them were the East Gilman Home Channel, lined with local cobblestones and mortar; the St. Boniface Indian School/Boys Town of the Desert, established in 1890 and now a California Point of Historical Interest; and five buildings or groups of buildings constructed between 1915 and 1963, including three single-family residences, a commercial building, and a motel. None of these seven sites were found in the immediate vicinity of the project area.

Historical Research Findings

The ranch property originally comprised 160 acres and changed hands several times before being purchased by James Marshall Gilman in 1869, along with 100 head of cattle and an adobe house on the property that had been constructed by former owner Joseph "Jose" Pope in 1854.

During the mid-19th century, Gilman Ranch was a well-known stagecoach stop on the historic Bradshaw Trail, which served as the main thoroughfare between the Los Angeles area and gold mines near present-day Ehrenberg, Arizona, from 1862 until the completion of the Southern Pacific Railroad in 1876-1877; and which traversed a few hundred feet to the west of the project area. The adobe house on the property eventually became a general store.

Gilman Ranch grew to 500 acres at its peak, with cattle, hogs, sheep, and horses being raised. As drought brought about reduced grazing and a crash in beef prices in the early 1870s, Gilman pivoted to dry farming but eventually developed an irrigation system on his land, adding to the crops oranges, figs, raisin grapes, almonds, prunes, apricots, apples and olives. A Victorian-style residence was constructed on the property in 1879, south of the original adobe building, which was then converted for use as a tool shed and blacksmith shop.

Historical maps and aerial photographs confirm the presence of Gilman Ranch buildings in the northernmost portion of the project area at least by the mid-20th century, accompanied by various roads across the ranch property. By the 1960s, farming activities had evidently ceased on most of Gilman Ranch, and the 1879 ranch house was reportedly no longer occupied after the mid-1950s. As a local newspaper report later recounts:

> When a developer announced plans in the 1970s to turn the ranch into a subdivision, he ran into local opposition (some things never change); the county moved in and purchased the property for a regional park and historical center. Only months later in 1977, the Gilman Ranch house burned to the ground. …[It] took almost 30 years for Riverside County to rebuild the house, which will become a main attraction of the educational tours given at the park. (Rand 2005)

The replicated ranch house was completed and dedicated in 2005. Prior to that, the Wagon Museum was constructed to the south of the site of the ranch house in 1991 to house a collection of wagons. These two modern buildings are now the most prominent features—and attractions—at the Gilman Ranch Historic Park.

Native American Inquiries

RCRPOSD mailed notification letters on May 7, 2026, regarding the proposed project, pursuant to Assembly bill 52 respecting tribal cultural resources, to Native American tribes that have requested such notification. Please see **Section 4.18**, *Tribal Cultural Resources*, for further discussion of tribes' responses and a mitigation measure incorporated into the project at a tribe's request.

Field Survey Findings

Prior to the systematic archaeological survey, CRM TECH historian/ architectural historian Terri Jacquemain also visited the project area to inspect and photo-document the buildings and other built-environment features at the Gilman Historic Ranch and Wagon Museum. The field observations confirmed that the built-environment of the Gilman Ranch Historic Park (Site 33-001701) features a mixture of original historic-period elements (such as bunk house and other outbuildings), recreated historical elements (such as the ranch house), and introduced modern elements (such as the Wagon Museum). As such, it represents much more a functional historical and interpretive park, true to its name, than a meticulously preserved historical ranch complex.

At least 73 prehistoric artifacts were noted during the archaeological field survey, including 37 on display throughout the park, including in the wagon museum, within the enclosure for the Jose Pope adobe, in a clearing to the east of the adobe, and in the native plant garden. The other 36 artifacts were either in storage or utilized as erosional control rip-rap.[19] Nineteen manos were stored in a

[19] The riprap has been removed from the area by Riverside County Parks staff and will be reincorporated into the renovated Native American garden.

barn at the northern end of the property, while nine metates, five portable mortar fragments, two pestles, and a mano were observed in a rip-rap-lined drainage along a parking area. The prehistoric artifacts are not *in situ* and no provenience information (that is, where the artifacts were originally found) is available. Furthermore, it is unclear which items might have been moved to the park from other localities outside the project boundaries.

4.5.1 Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less than Significant Impact

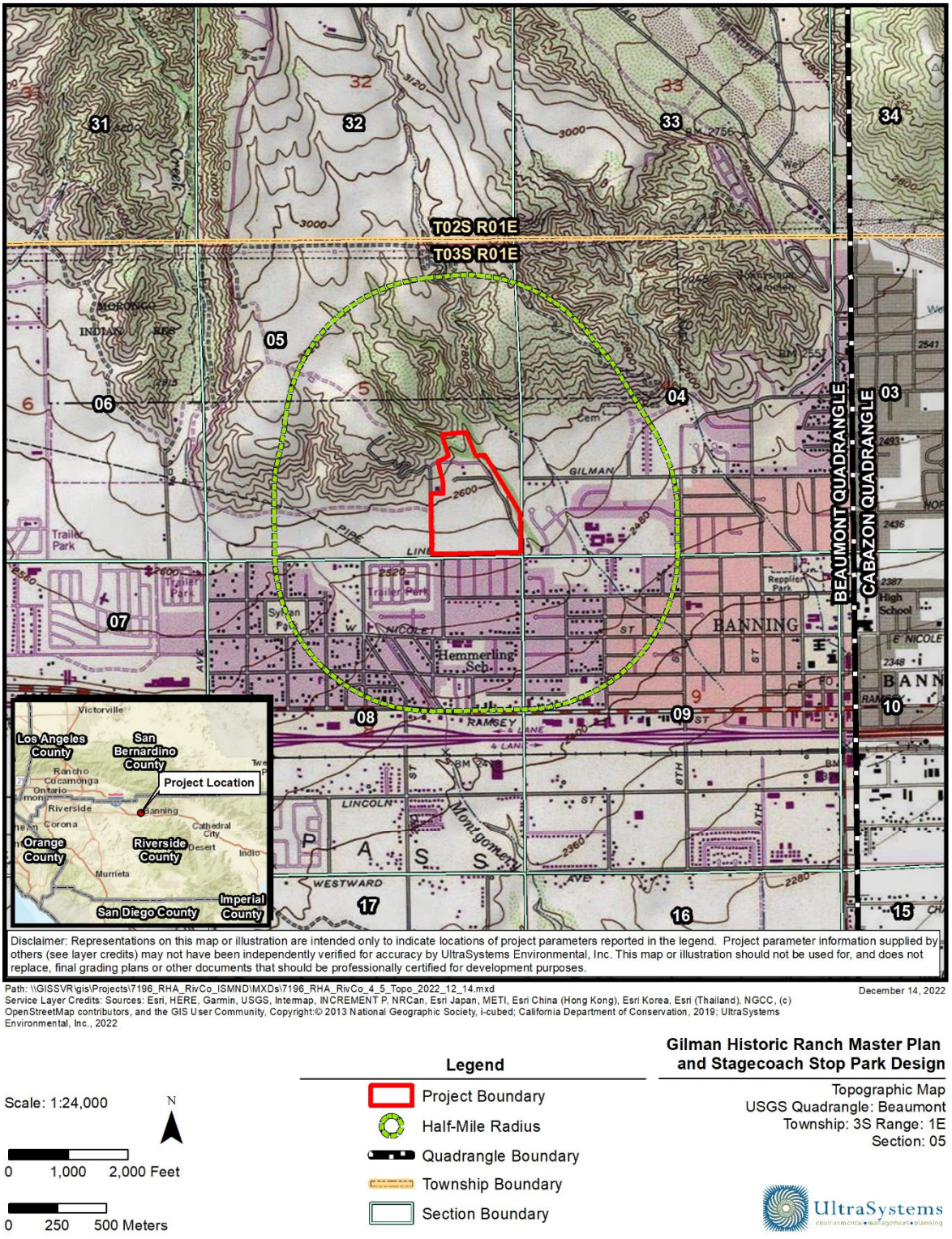
A historical resource is defined in § 15064.5(a)(3) of the *CEQA Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in Code of Federal Regulations Title 36 Section 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act. Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) 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 the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of an historical resource, as a result of a project or development, is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

Site 33-001701, the Gilman Ranch Historic Park that encompasses the entire project site, is the only cultural resource identified within the project boundaries during this study. The site consists of both original and recreated historical elements of Gilman Ranch as well as a number of prehistoric artifacts, although the prehistoric artifacts are no longer *in situ* and are therefore limited in their contribution to the significance of the property. The historic integrity of Gilman Ranch has also been compromised considerably, most notably through the loss of the original 1879 ranch house and the

Figure 4.5-1
TOPOGRAPHIC MAP



introduction of modern buildings into the complex. However, as a designated California Point of Historical Interest and a National Register-listed property, it clearly meets CEQA definition of a "historical resource" in both the "mandatory" and the "presumptive" categories.[20]

As currently proposed, the Gilman Ranch Historic Park Improvement Project would not result in the demolition, destruction, relocation, or alteration of any of the surviving historic-period buildings or structures of Gilman Ranch. The new constructions proposed for the project are all concentrated on vacant land in the southern half of the project area, several hundred feet from the original and replicated historic buildings of Gilman Ranch at the northern end of the property, with the Wagon Museum and its associated facilities between the two locations as a visual barrier. As such, the project would not impose a substantial visual or atmospheric intrusion into the existing viewshed of the historic buildings in the ranch house complex, either. Based on these considerations, and pursuant to PRC §5020.1(q), CRM TECH recommends to Riverside County Regional Park and Open-Space District (RCRPOSD) a conclusion that the project would not cause a substantial adverse change in the significance of any known "historical resources." Impacts would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically-recognized important prehistoric or historic event or person.

CRA findings respecting archaeological resources are summarized above under *Assessment Findings*. Prehistoric resources include two habitation areas, one next to the northeast site boundary and the second opposite Smith Creek to the east, each with a variety of artifacts; one isolate (a mano); and at least 73 other artifacts (some in displays; some in storage; and some used as rip-rap for erosion control). Historic-period resources include the bunk house and other outbuildings.

The project area appears to be highly sensitive for buried archaeological deposits of both prehistoric and historic origin, due to the long history of Gilman Ranch and the even longer history of Native American activities in the vicinity, as demonstrated by both ethnographic and archaeological records. Project impacts on archaeological resources would be significant.

[20] Mandatory historical resources: properties that are listed in or formally determined to be eligible for listing in the California Register of Historical Resources;
Presumptive historical resources: properties that are designated in an officially established local register, recognized by local ordinance, resolution, or general plan, or identified in a local survey prepared in accordance with PRC §5024.1(g), unless determined not to be historically or culturally significant by the lead agency upon a preponderance of the evidence;
Discretionary historical resources: properties that are determined to be historically significant in the lead agency's discretion, independent of any decision to list or designate them in a national, state, or local register of historical resources (CRM Tech, 2026, p. 7).

Mitigation measure **CUL-1** is required to reduce impacts on archaeological resources.

CUL-1 During project earth-moving operations, RCOSRPD shall implement an archaeological monitoring program with the following components:

- All disturbances of native soils within the project area shall be monitored by a qualified archaeologist. Whenever cultural materials more than 50 years old are discovered, they need to be field-recorded and evaluated. The monitor should be prepared to quickly recover any artifacts as they are unearthed to avoid construction delays. If a substantial cultural deposit is encountered, however, the monitor must have the power to temporarily halt or divert construction activities in that area to allow for controlled removal.

- On-site monitoring shall be coordinated with the nearest Native American groups, such as the Morongo Band of Mission Indians and the Soboba Band of Luiseño Indians, who may wish to participate.

- Collected artifacts must be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage that would allow for additional research in the future.

- Site record update for 33-001701, incorporating the artifacts encountered during the monitoring program, shall be prepared and submitted to the South Coastal Information Center as a permanent record of the discovery.

- A report that documents the methods and results of the monitoring program, including an itemized inventory of recovered artifacts and a detailed artifact analysis, shall be prepared upon completion of the fieldwork. The report shall include an interpretation of the cultural activities represented by the archaeological remains and a discussion of the significance of all recovered cultural material.

- Submittal of the report to RCRPOSD and curation of the artifacts will signify completion of the monitoring program and mitigation of impacts to cultural resources.

Level of Significance After Mitigation

With implementation of Mitigation Measure **MM CUL-1** above, impacts on the project would result in less than significant impacts to archeological resources.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated

As previously discussed in **Section 4.5.b** above**,** two Native American habitations have been discovered near the project site, and the site has a historic-period record of occupancy since the mid-1800's. Thus, there is some possibility that human remains could be present onsite. No human remains have been previously identified or recorded onsite.

The project proposes grading activities for the installation of infrastructure including water, sewer, and utility lines; and for construction of proposed buildings. Grading would involve new subsurface

disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measure **CUL-2** would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 specifies the procedures to follow during the unlikely discovery of human remains. CEQA § 15064.5 describes determining the significance of impacts on archaeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated grave goods.

Mitigation Measure

MM CUL-2 If human remains are encountered during excavations associated with this project, all work will stop within a 50-foot radius of the discovery, and the Riverside County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With adherence to applicable codes and regulations protecting cultural resources and with implementation of Mitigation Measure **MM CUL-2** above, the proposed project would result in less than significant impacts to human remains.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact

Energy resources that will be consumed during project construction primarily includes petroleum to fuel onsite equipment and onroad passenger cars and trucks. Energy resources to be consumed during operation of the project include electricity for purposes such as lighting and fossil fuel, primarily for visitors and employees commuting to and from the site. Since the project includes the improvement of an existing park, the increase in onroad traffic would be minimal. Therefore, operational onroad impacts on energy use will be negligible.

Electricity

Construction Use

The amount of electricity used during construction would be minimal if any, as power would be provided by diesel generators. Lighting for the construction site would be limited to the minimum amount of light needed for safety and security. Therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity, and impacts would be less than significant.

Operational Use

Project operation would require electricity for multiple purposes, including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water used by the project would indirectly result in electricity usage. The California Emissions Estimator Model (CalEEMod), as part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), was used to estimate the electricity demand for the proposed project. The operational energy consumption for the proposed Gilman Historic Ranch Master Plan and Stagecoach Stop Park is shown in **Table 4.6-1**.

Natural Gas

Construction Use

Southern California Gas Company (SoCalGas) will provide natural gas for the proposed project. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible and would not have an adverse effect; therefore, construction would not result in wasteful, inefficient, or unnecessary consumption of natural gas. Therefore, impacts would be less than significant.

Operational Use

Natural gas consumption during operation would be needed for various purposes, including building heating and cooling. As part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), the California Emissions Estimator Model (CalEEMod) was used to estimate natural gas demand for the proposed project, which is presented in **Table 4.6-1.**

Petroleum

Construction Use

Petroleum-based fuel consumed by construction equipment would be the primary energy resource consumed during construction. Transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. For modelling purposes, construction for the proposed Phase 1 and Master Plan project is expected to take approximately 42 months, from January 2027 to July 2030. Because of the short-term nature of construction and the relatively small scale of the project, the project's petroleum consumption would be negligible when compared to California's daily total use of approximately 1.8 million barrels of petroleum (U.S. Department of Energy, 2025).

During project construction, trucks and construction equipment would need to comply with the ARB's anti-idling regulations. The ARB's In-Use Off-Road Diesel Fueled Fleets regulation (ARB, 2023) would also apply. Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the Federal Government. Therefore, project construction activities using fuel would not result in wasteful, inefficient, or unnecessary consumption, and impacts would be less than significant.

Operational Use

During operation, petroleum consumption would primarily result from vehicle trips by park users and staff. Estimated annual operational fuel use is shown in **Table 4.6-1**. Since the proposed project includes only improvements at Gilman Ranch Historic Park (GRHP), it would generate a relatively small number of vehicle trips typical of a community park and would not substantially increase fuel consumption beyond existing conditions.

Project operation is not expected to generate a net increase in vehicle trips to and from the existing park and thus is not expected to increase the use of transportation fuels significantly.

Based on the information provided above, the proposed project would have a less than significant impact from wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the park, as well as fuels used for alternative modes of transportation that may be used by employees and visitors to the project site. Annual project operation petroleum usage from onroad motor vehicle fuel consumption was estimated using the California Air Resources Board Emission Factor model (EMFAC2025) (ARB, 2025) and the traffic study included in **Appendix H**. As part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), the California Emissions Estimator Model (CalEEMod) (CAPCOA, 2022) was used to estimate the project's vehicle miles travelled (VMT), which was included in the EMFAC analysis to predict annual diesel and gasoline fuel consumption. For a conservative analysis that incorporates special events with a maximum of 750 guests, it was assumed that these events occur once a week.

The project would comply with all applicable regulations and codes that require the achievement of various levels of energy efficiency in building operation. These include (1) the 2025 California Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations Title 24, Part 6), and (2) the 2025 California Green Building Standards Code (CalGreen; California Code of Regulations Title 24 Part 11).

As shown in **Table 4.6-1**, the project would consume 25,729 gallons of gasoline-based fuel and 3,678 gallons of diesel-based fuel per year during operation. By comparison, approximately 13.4 billion gallons of gasoline and 3.5 billion gallons of diesel were sold in California in 2024 (CEC, 2025a, 2025b). The expected fuel consumption associated with one year of project operation is 0.000334 percent of gasoline and 0.00020 percent of diesel of statewide use. Additionally, over time, vehicles would use less petroleum due to advances in fuel economy.

Table 4.6-1
ESTIMATED PROPOSED PROJECT OPERATIONAL ENERGY USE FOR PHASE 1 AND MASTER PLAN

Energy Type	Units	Value
Onroad Motor Vehicle Travel (Fuel)	Gallons gasoline/year	25,729
	Gallons diesel/year	3,678
Electricity Use	Kilowatt-hours per year	467,744
Natural Gas Use	kBTU per year	876,993

The project would consume approximately 467,744 kilowatt-hours (kWh) of electricity per year. By comparison, in 2024, the latest year for which data are available, approximately 282,783 gigawatt hours of electricity were consumed by City of Banning Electric Utility residential and nonresidential customers in Riverside County (CEC, 2025c). The electricity demand at the project site would be negligible relative to the use in City of Banning Electric Utility's service areas.

The project would consume approximately 876,993 kilo-BTU (kBTU) of natural gas per year. By comparison, in 2024, the latest year for which data are available, approximately 42.67 billion kBTU

of natural gas were consumed by Southern California Gas residential and nonresidential customers in Riverside County (CEC, 2025d). The natural gas demand at the project site would be negligible relative to the use in the county's service areas.

Continued use of energy resources is consistent with the projected growth within the city and the general vicinity and would not result in energy consumption that would require a significant increase in energy production for the energy provider. Based on the information provided above, the proposed project would have a less than significant impact from wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact

The first Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations [CCR]) were established 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 efficiency technologies and methods. Compliance with Title 24 will result in a decrease in GHG emissions.

The Title 24, Part 6 standards are updated on a three-year schedule. The most current (2025) standards were adopted on September 11, 2024, and became effective on January 1, 2026. The Building Energy Efficiency Standards (Energy Code) apply to newly constructed buildings, additions, and alterations and are a vital pillar of California's climate action plan. The 2025 Energy Code will produce benefits to support the state's public health, climate, and clean energy goals by encouraging implementation of efficient electric heat pumps, establishing electric-ready requirements for new homes, expanding solar photovoltaic and battery storage standards, strengthening ventilation standards, and more. Buildings with permit applications applied for on or after January 1, 2026, must follow the 2025 Energy Code. Public Resources Code § 25402, subdivisions (a)-(b), and § 25402.1 emphasize the importance of building design and construction flexibility by requiring the California Energy Commission (CEC) to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space (CEC, 2024).

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate the design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive, and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and nonresidential buildings. Mandatory measures establish requirements for the manufacturing, construction, and installation of certain systems, equipment, and building components that are installed in buildings.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11 of the CCR), commonly referred to as the CALGreen Code, 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 commercial 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 proposed Gilman Historic Ranch Master Plan and Stagecoach Stop Park project will be built in compliance with the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). Light levels will comply with City of Banning security lighting standards, providing an average of approximately two footcandles in common areas with no major glare or light spillover onto adjacent properties. Therefore, energy impacts would be less than significant.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) 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?			**X**	
d) Be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

The information in this section is based on the following technical report(s):

- Supplemental Geotechnical Investigation, Gilman Ranch Event Center, 1901 Wilson Street, Banning, California. Prepared by Geocon West, Inc. (Geocon) revised September 3, 2026 (Geocon, 2026). A complete copy of this report is included as **Appendix E1** to this IS/MND.

- Paleontological Records Search for the proposed Gilman Historic Ranch Master Plan and Stagecoach Stop Park Design Project in the City of Banning, Riverside County. Prepared by Natural History Museum of Los Angeles County, dated January 22, 2023 (Bell, 2023). A complete copy of this report is included as **Appendix E2** to this IS/MND.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact

The Gilman Ranch Historic Park is located within a seismically active region of Southern California and is traversed in its northern portion by the San Gorgonio Pass Fault, a recognized strand of the larger San Andreas Fault system as shown in **Figure 4.7-1** and **Figure 4.7-2**. This fault is delineated on the Alquist-Priolo Earthquake Fault Zoning Maps prepared by the California Geological Survey and is identified in Division of Mines and Geology Special Publication 42 as an active fault capable of surface rupture.

Two traces of the active San Gorgonio Pass Fault Zone pass through or next to the project site. The first passes east-west through the middle of the project site about 125 feet north of the proposed Events Center site. The second passes near the northwest and north site boundaries (see **Figure 3.2-1**).

The Master Plan locates all structures for human occupancy outside of the Alquist-Priolo Earthquake Fault Zone, and more than 50 feet from the fault trace passing east-west through the middle of the project site. Project development would not exacerbate risks arising from surface rupture of a known active fault, and impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact

As discussed above, the proposed project site is located within a seismically active region influenced by multiple regional faults, including the San Gorgonio Pass Fault Zone (SGPFZ). Two fault traces within the SGPFZ pass through or abutting the project site: one east-west through the middle of the project site, and a second one through or next to the northwestern and northern parts of the project site. Strong ground shaking is expected to occur onsite within the design lifetimes of the proposed structures. Such shaking could result in structural damage to new buildings, utilities, and circulation infrastructure if they are not designed to applicable seismic standards.

Structures for human occupancy must be designed to meet or exceed 2025 California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the site. The geotechnical investigation report for the project includes seismic design parameters, pursuant to CBC requirements, that must be used in the design of the proposed buildings. The liquefaction analysis set forth in the geotechnical investigation report is based on peak ground acceleration of 1.026g where g is the acceleration of gravity. Ground acceleration of 1.026g correlates with intensity IX on the Modified Mercalli Intensity (MMI) Scale (Wald et. al., 1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are

Figure 4.7-1
ALQUIST PRIOLO FAULT ZONES

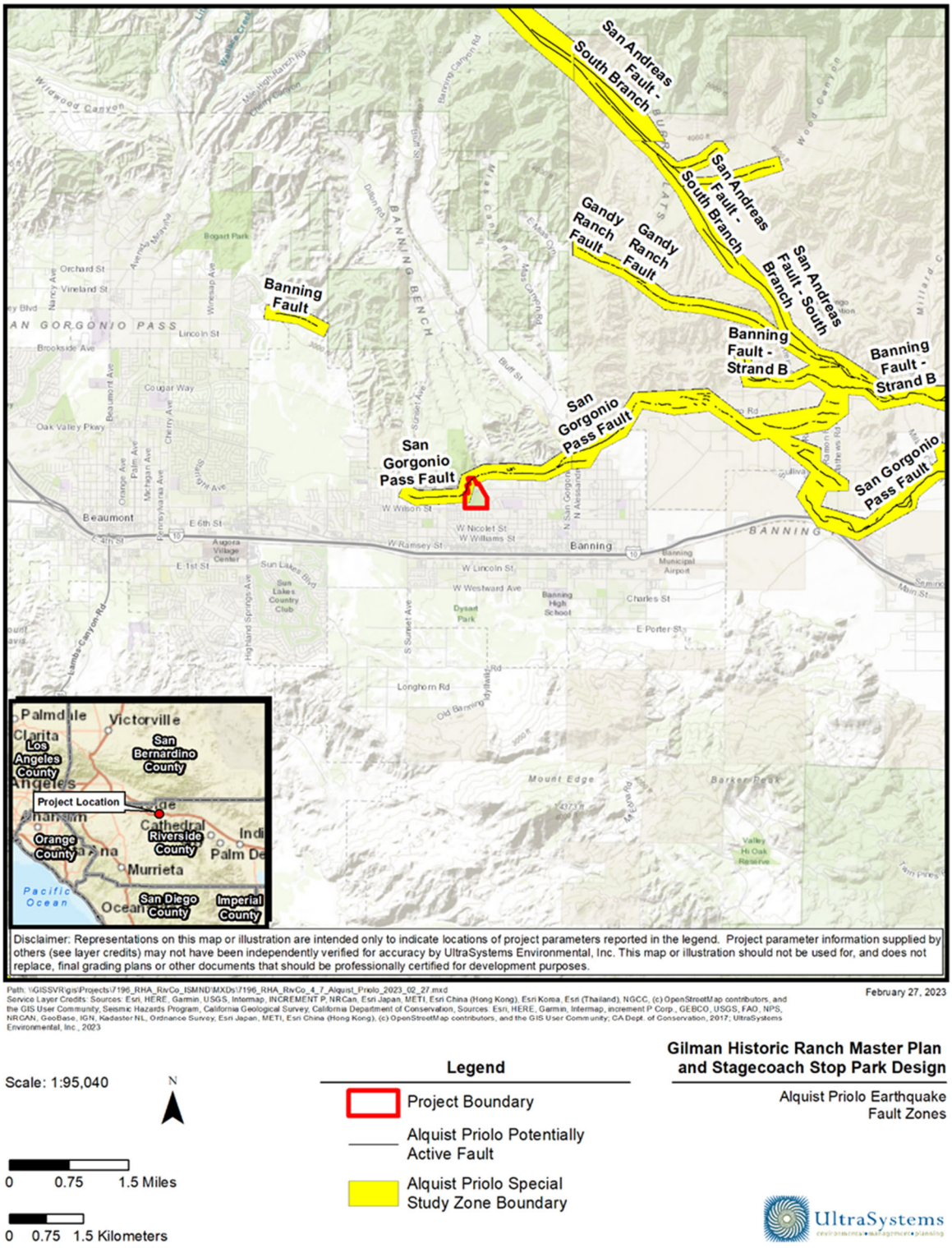
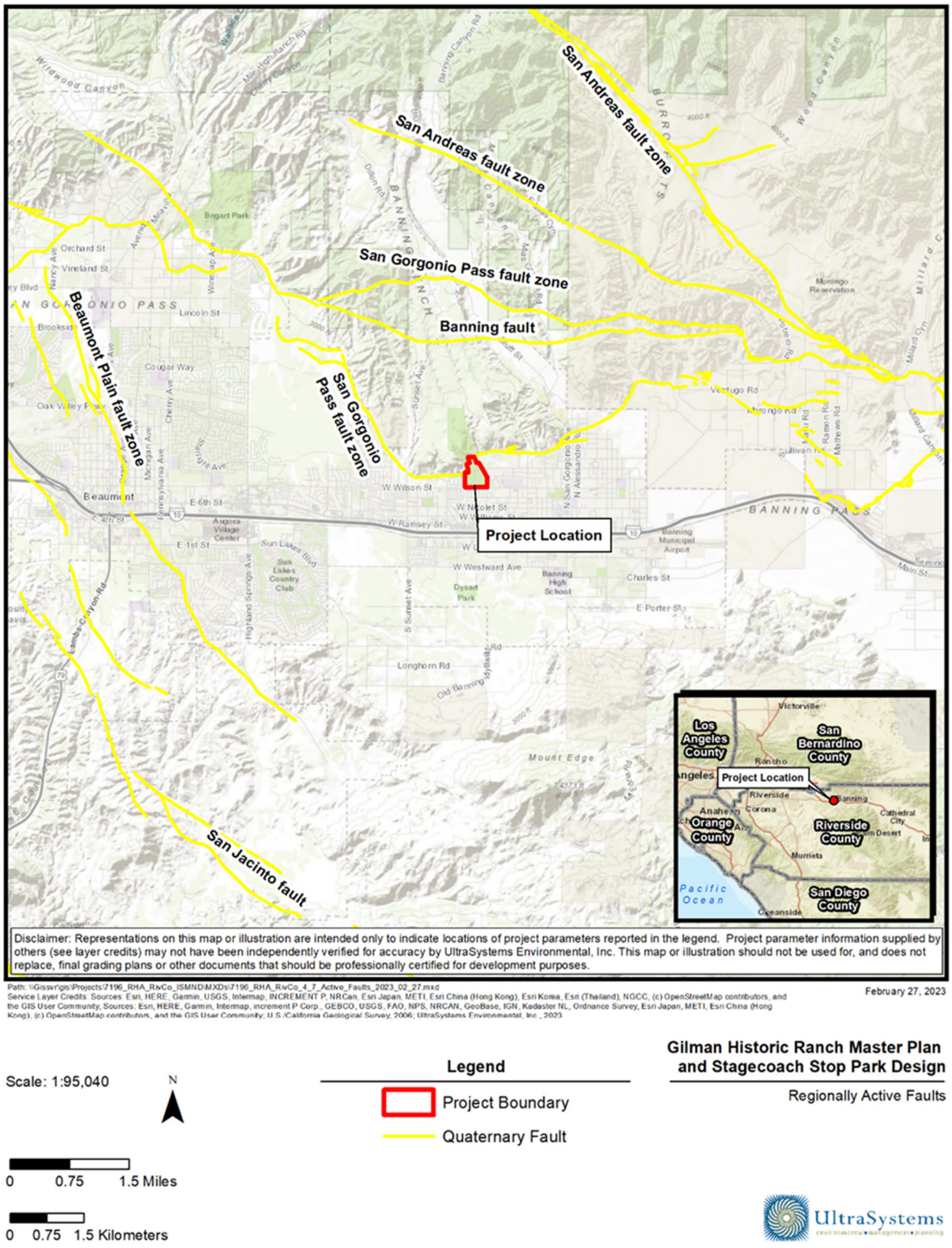


Figure 4.7-2
REGIONALLY ACTIVE FAULTS



generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS, 2025). In an intensity IX earthquake, damage is considerable in specially designed structures, and well-designed frame structures are thrown out of plumb. Damage is great in substantial buildings, with partial collapse; and buildings are shifted off foundations (USGS, 2025). Impacts related to ground shaking would be less than significant after use of the seismic design parameters in project design and construction, and implementation of CBC seismic safety requirements.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact

Liquefaction is a seismic hazard that occurs when saturated, loose, granular soils temporarily lose strength during intense ground shaking. The geotechnical investigation report includes a liquefaction analysis. Sediments under the site consist mostly of silty sand to depths of up to 25 feet below ground surface (bgs), and sand and silty sand to the maximum depth explored, 47.5 feet bgs (Geocon, 2026, p. 4). Liquefaction is not a design consideration for the project because the site is underlain by alluvial fan deposits that are dense and not prone to liquefaction, and groundwater is anticipated to be more than 100 feet bgs (Geocon, 2026, p. 8). Impacts would be less than significant.

iv) Landslides?

Less than Significant Impact

The project site slopes facing the south with a grade of approximately six percent. The geotechnical investigation report concluded that the relative risk to the site due to landsliding is low (Geocon, 2026, p. 9). The geotechnical investigation report states that slopes taller than 10 feet or steeper than 3:1 (h:v) are not expected. The geotechnical investigation report provides recommendations for excavations, including temporary construction-phase excavations (Geocon, 2026, pp. 16 and 30-31). Impacts would be less than significant after adherence with recommendations of the geotechnical investigation report.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact

The Gilman Ranch Historic Park Improvement Project includes grading, terracing, and landscaping across various quadrants of the site, including the construction of new structures, access paths, and outdoor gathering areas. These activities would disturb existing soils and expose areas to potential erosion, particularly during site preparation, utility trenching, and slope reshaping.

Without controls, erosion could lead to loss of topsoil, sedimentation into nearby drainage features, and instability of newly graded areas, especially during rainfall events or heavy wind conditions.

Two ratings used to characterize the erodibility of soils are the “K factor” and the wind erodibility group (WEG). Erosion factor K indicates the susceptibility of soil to sheet and rill erosion by water. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69, with higher values indicating greater susceptibility to erosion (NRCS, 2026). A WEG consists of soils that have similar properties affecting their susceptibility to wind erosion in cultivated areas. WEG is an

eight-point scale where one indicates very highly erodibility; seven indicates very low erodibility; and eight is not susceptible to wind erosion (NRCS, 2026). K factors and WEG ratings for the soils onsite are listed below in **Table 4.7-1**.

Table 4.7-1
USDA SOILS MAPPED ON THE PROJECT SITE

Soil Name (Map Unit Designation)	K Factor (Whole Soil)	Wind Erodibility Group
Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2)	0.28	3
Hanford coarse sandy loam, 2 to 8 percent slopes (HcC)	0.20	3
Hanford coarse sandy loam, 8 to 15 percent slopes, eroded (HcD2)	0.20	3
Soboba stony loamy sand, 2 to 15 percent slopes (SsD)	0.05	3
Terrace escarpments (TeG)	Not available	Not available

Source: Soil Survey Staff, 2025.

Construction

The Gilman Ranch Historic Park Improvement Project involves site grading, slope modifications, new building construction, and trail enhancements that will disturb soil and expose areas to erosion. These activities elevate the risk of wind and water erosion, particularly during the rainy season or in sloped sections of the site such as the orchard areas.

Although these risks are temporary and confined to the construction period, without proper controls, they could lead to loss of topsoil, siltation of drainage features, and degradation of soil stability.

The project is required to comply with the California Construction General Permit (Order 2022-0057-DWQ) under the NPDES program, as the disturbed area exceeds one acre. Compliance will include development of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of industry-standard construction Best Management Practices (BMPs) to manage erosion and sediment transport.

Construction BMPs are described in **Table 4.7-2** below. Construction impacts regarding erosion and loss of topsoil would be less than significant after preparation and implementation of the project SWPPP.

Figure 4.7-3
LANDSLIDES AND LIQUEFACTION

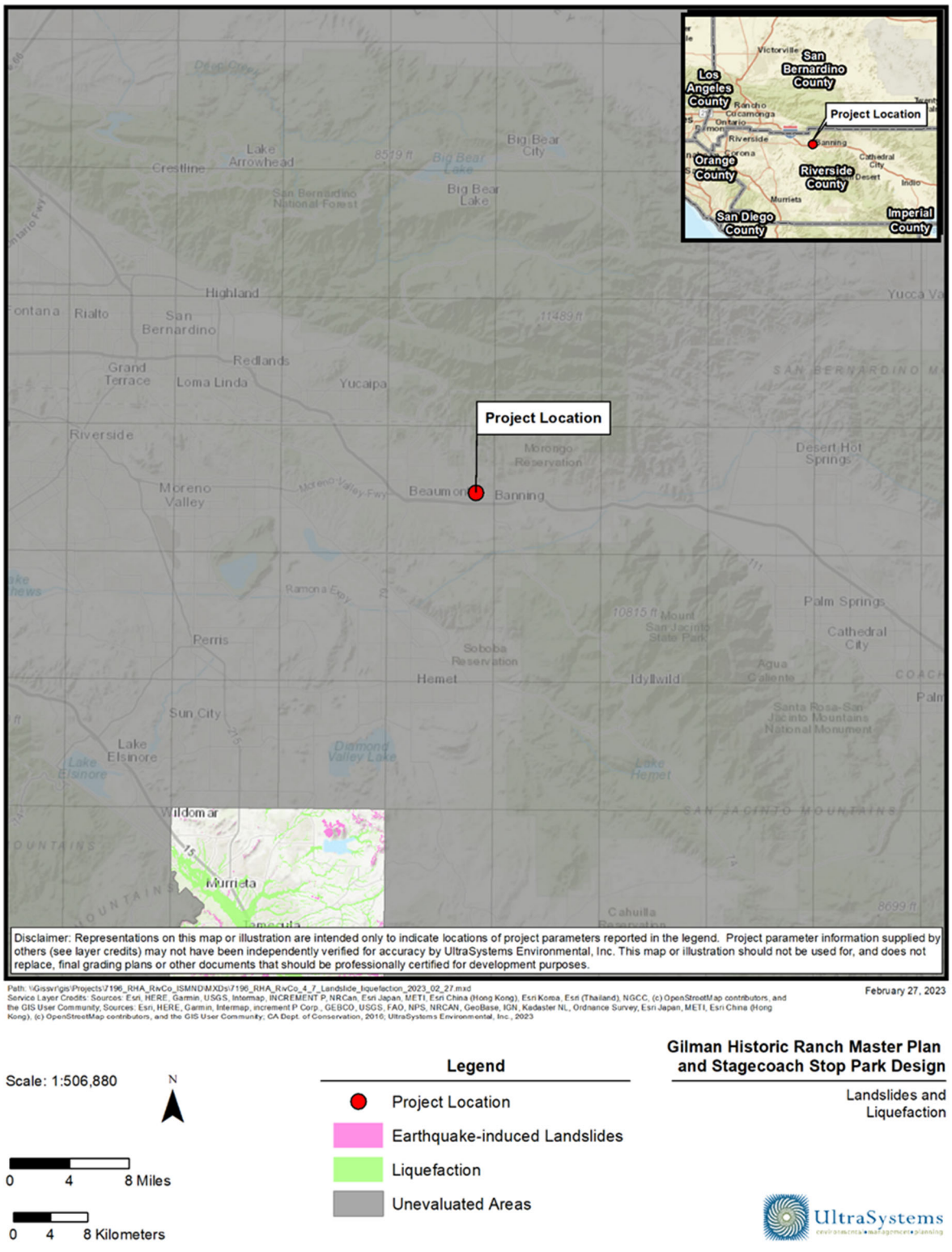


TABLE 4.7-2
CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Erosion Controls	prevent detachment of soil particles from soil surface by covering soil or adding binders to soil.	Scheduling; preservation of existing vegetation; soil covers such as geotextiles, and mats; soil binders; barriers such as earth dikes and drainage swales; and streambank stabilization
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, sandbags, straw bale barrier, storm drain inlet protection, street sweeping
Wind Erosion Controls	prevent or minimize dust nuisance.	Watering; other BMPs are similar to erosion controls
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct operations in ways that minimize non-stormwater discharges and contamination of any such discharges.	Water conservation practices, temporary stream crossings, clear water diversions, paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, concrete curing and finishing
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: CASQA, 2023.

Operation

During normal daily operations, the Gilman Ranch Historic Park Improvement Project would not be expected to result in substantial soil erosion or topsoil loss. Once construction is complete, the site will be stabilized through landscaping, irrigation systems, paving, and permanent erosion control measures. Key components such as the picnic areas, ADA pathways, and orchards will be covered by hardscape, stabilized soil, or vegetative cover designed to minimize runoff and prevent erosion.

In addition, all site grading will be completed under engineered plans, and slope treatments (e.g., retaining walls, terraces, hydroseeding) will reduce the likelihood of sediment movement during rain events. Landscaping will include drought-tolerant, deep-rooted plant species that further protect soil stability.

Routine maintenance (e.g., irrigation checks, vegetation trimming) and proper stormwater drainage design will ensure that bare soils are minimized, and erosion is not reintroduced during operation.

Therefore, soil erosion and topsoil loss during the operational phase would result in a less than significant impact.

c) Would the project 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?

Less than Significant Impact

The Gilman Ranch Historic Park site includes a variety of geologic features, ranging from alluvial soils in relatively flat areas to steeper, terraced slopes in the northern and eastern sections of the park. Impacts related to liquefaction and landslides would each be less than significant after implementation of recommendations of the geotechnical investigation report, as substantiated above in Sections a.iii and a.iv, respectively.

Lateral Spreading

Lateral Spreading is the rapid downslope movement of surface sediment, in a fluid-like flow, due to liquefaction in a subsurface layer. Hazards from lateral spreading due to project development would be minor, as liquefaction is not considered a design consideration for the project.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence (NRCS, 2004). The project site is not in an area of ground subsidence (USGS, 2026). Project development would not exacerbate hazards related to ground subsidence, and impacts would be less than significant.

Hydrocompression

Hydrocompression is the tendency of unsaturated soil structure to collapse upon wetting resulting in the overall settlement of the affected soil and overlying foundations or improvements supported thereon. Potentially compressible soils underlying the site are typically removed and compacted during remedial site grading. However, if compressible soil is left in place, a potential for settlement due to hydrocompression of the soil exists. Soil samples tested for hydrocompression exhibit a collapse potential of up to approximately 3.3 percent, with the highest potential for collapse exhibited in the samples tested from depths between 7 and 10 feet. Based on these results, the potential settlement due to hydrocompression is estimated to be up to approximately 1.0 inch with a differential settlement of 0.5 inch over a distance of 40 feet (Geocon, 2026, p. 9). The geotechnical investigation report recommends removal of the upper five feet of existing soils and replacement with engineered, moistened, and compacted fill (Geocon, 2026, p. 16). The geotechnical report recommends use of a reinforced concrete mat foundation for the proposed events center (Geocon, 2026, p. 20). Impacts related to hydrocompression would be less than significant after adherence with recommendations of the geotechnical report.

d) Would the project be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact

Expansive soils are clays or silts that experience volumetric change (swelling or shrinking) with variations in moisture content. This behavior can damage building foundations, sidewalks, and underground utilities. Soils onsite are expected to be non-expansive, that is, to have expansion potentials of 20 or less (Geocon, 2026, p. 13). Project development would not intensify hazards arising from expansive soils, and impacts would be less than significant.

e) Would the project 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?

No Impact

The Gilman Ranch Historic Park Improvement Project does not propose the use of septic systems or alternative on-site wastewater treatment systems. Instead, the project will connect all new restroom buildings, the event center, and the stagecoach hotel to existing municipal sewer infrastructure located within or adjacent to the site.

According to the project description, the development will require new lateral connections for sewer, domestic water, fire water, irrigation, and dry utilities, all of which will tie into existing utility networks serving the City of Banning. Therefore, the site's soil characteristics will not influence wastewater treatment functionality, and no percolation testing or septic system evaluation is necessary.

As the project will utilize off-site sanitary sewer service for all wastewater disposal, no impact related to septic system soil compatibility would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated

The project site is underlain by one geologic unit, older Surficial Sediments and specifically alluvial fan deposits of the San Gorgonio Pass of sand and gravel of plutonic and gneissic detritus derived from the rising of the San Bernardino mountains to the north (Dibblee and Minch, 2003). This deposit dates to the late Pleistocene (126,000 to 11,700 years before present).

Several paleontological resources have been discovered in the region. While no localities have been recorded within the project boundary itself, there are "fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at surface or at depth" (Bell, 2023, p. 1). These resources are presented in **Table 4.7-3** below.

Table 4.7-3
FOSSIL LOCALITIES IN THE PROJECT REGION

Locality No.	Location	Depth	Formation	Taxa
LACM IP 437	West side of Castile Canyon, north of the Soboba Indian Reservation	Surface	Unknown formation (Pleistocene)	Invertebrates – insect (*Sobobapteron kirkbaye*), brachiopod (*Terebratalia hemphili*)
LACM VP 1653	Soboba Indian Reservation Approx. 5 miles east of San Jacinto	Surface	Unknown formation (Pleistocene)	Osteichthyes
LACM VP 4540	Junction of Jackrabbit Trail & Gilman Springs Rd.	Unknown	Unnamed Formation (Pleistocene, gravel pit)	Horse Family (*Equidae*)
LACM VP 4135	Near Beaumont, CA; north of Banning, CA	Unknown	Unknown formation (Pleistocene; Imperial or San Timoteo)	Camel family (*Camelidae*)
LACM VP 1269	Near intersection of Varner Road and Edom Hill Road; west end of Indio Hills	Unknown	Unknown formation (Pleistocene)	Horse (*Equus*)
LACM VP 1231-1234	Indio Hills, Riverside Co.	Surface	Palm Spring Formation	Horse (*Plesippus*) and other uncatalogued vertebrates

Source: Bell, 2023

Excavations or grading that extend into the uppermost layers of soil and deeper excavation into the late Pleistocene sediments in the proposed project area may encounter significant fossil vertebrate remains. Any substantial excavations below the uppermost layers should be closely monitored to quickly and professionally collect any specimens. Grading and excavation activities associated with development of the proposed project would cause new subsurface disturbance and could result in the unanticipated discovery of paleontological resources, for which mitigation is required.

In the event of an unexpected discovery, implementation of mitigation measure **GEO-1** would ensure paleontological resources or unique geologic features are not significantly affected. Impacts in this regard would be mitigated to less than significant levels.

Mitigation Measure

MM GEO-1 Prior to the issuance of the grading permit, the applicant shall provide a letter to the City of Banning Planning Department, or designee, from a qualified paleontologist stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop, as needed, a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist perform paleontological monitoring of any ground disturbing activities within undisturbed native sediments during mass grading, site preparation, and underground utility installation. The project paleontologist may reevaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations have been completed. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall

cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

Level of Significance After Mitigation

With implementation of **MM GEO-1**, potential impacts to paleontological resources would be reduced to a less than significant level.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

4.8.1 Background Information on Greenhouse Gas Emissions

Life on earth depends on energy coming from the sun. About half the light reaching Earth's atmosphere passes through the air and clouds to the surface, where it is absorbed and then radiated upward in the form of infrared heat. About 90 percent of this heat is then absorbed by carbon dioxide (CO_2) and other greenhouse gases (GHGs) and radiated back toward the surface, which is warmed to a life-supporting average of 59 degrees Fahrenheit (°F) (NASA, 2024).

Human activities are changing the natural greenhouse. Over the last century, the burning of fossil fuels such as coal and oil has increased the concentration of atmospheric CO_2. This happens because the coal or oil burning process combines carbon in the fuel with oxygen in the air to make CO_2. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of GHGs (NASA, 2024).

GHGs are defined under the California Global Warming Solutions Act of 2006 as CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) (AB 32, chapter 488). HFCs, PFCs, and SF_6 would not be emitted in significant amounts by the new activities in the proposed project, so they will not be discussed further.

Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CO_2, CH_4 and N_2O are 1, 25 and 298, respectively (IPCC, 2007). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products.

Carbon Dioxide (CO_2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO_2 is produced when an organic carbon compound (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid-1700s, industrial activities have increased in scale and distribution. Prior to the industrial revolution, CO_2 concentrations were stable at a range of 275 to 285 parts per million (ppm) (IPCC, 2007). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that the global concentration of CO_2 was 424.54 ppm in October 2025 (NOAA, 2026). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4). Methane is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and is the main constituent of natural gas, a fossil fuel. It is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O). Nitrous oxide is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests (USEPA, 2025). Manmade sources of N_2O include the use of fertilizers in agriculture, nylon and nitric acid production, cars with catalytic converters and the burning of organic matter. Atmospheric concentrations of N_2O also began to rise at the beginning of the industrial revolution.

4.8.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the California Air Resources Board (ARB) regulates at the state level; and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level in the Gilman Historic Ranch project area.

4.8.2.1 Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

EPA is also obtaining GHG reductions through partnerships and initiatives, evaluating policy options, costs, and benefits, advancing the science, partnering internationally and with states, localities, and tribes, and helping communities adapt.

Corporate Average Fuel Economy (CAFE) Standards

The National Highway Traffic Safety Administration's (NHTSA's) Corporate Average Fuel Economy (CAFE) standards regulate the distance vehicles must cover per gallon of fuel. The agency establishes CAFE standards for passenger cars and light trucks (referred to as light-duty vehicles), as well as separate guidelines for fuel consumption by medium- and heavy-duty trucks and engines. The CAFE standards that became effective August 23, 2024 increased fuel efficiency for passenger cars by 2 percent annually for model years 2027–31. Light trucks were increased by 2 percent annually for model years 2029–31. Additionally, NHTSA is setting final fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) with a 10 percent annual increase for model years 2030–32 and further increases for model years 2033–35. However, Public Law (PL) 119-21, Title IV, § 40006, signed into law on July 4, 2025, removed civil penalties for failing to comply with federal fuel economy standards.

4.8.2.2 State Regulations

Executive Order S-3-05

On June 1, 2005, the governor issued Executive Order (EO) S-3-05, which set the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

To meet these targets, the Climate Action Team (CAT)[21] prepared a report to the governor in 2006 that contains recommendations and strategies to help ensure that the targets in EO S-3-05 were met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 required that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming. AB 32 also required that by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and that it had to approve a statewide GHG emissions limit, so it could be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007, in its Staff Report. Therefore, in 2020, emissions in California were required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or BAU"[22] scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year, as noted below. It was estimated that the 2020 estimated BAU of 596 MMTCO2e would have required a 28 percent reduction to reach the 1990 level of 427 $MMTCO_2e$.

As part of the 2014 update to the ARB AB 32 Scoping Plan (ARB, 2014),[23] the ARB revised the 2020 Statewide limit to 431 million MT of CO_2e, an approximately one percent increase from the original estimate. The 2020 business as usual forecast in the update is 509 million MT of CO_2e. The state would need to reduce those emissions by 15.3 percent to meet the 431 million MT of CO_2e 2020 limit.

Climate Change Scoping Plan

The first AB 32 Scoping Plan (ARB, 2008) contained the main strategies to achieve the 2020 emissions cap. The strategies included direct regulations, alternative compliance mechanisms,

21 The Climate Action Team (CAT) members are state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency (Cal/EPA). They coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.

22 A business-as-usual (BAU) scenario assumes that none of the Scoping Plan measures are implemented, although existing regulations that control GHG to some extent continue (ARB, 2014).

23 The original ARB AB 32 Scoping Plan is discussed in the next section.

monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

In December 2022, the ARB approved its Final 2022 Scoping Plan Update (ARB, 2022), which adds carbon neutrality to the former Scoping Plan. The 2022 Plan identifies a technologically feasible, cost-effective path to reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 or earlier. Through the lens of carbon neutrality, the 2022 Plan expands the scope to more meaningfully consider how our natural and working lands (NWL) contribute to our long-term climate goal through carbon capture. The 2022 Plan focuses on efforts to shift away from fossil fuels, resulting in a 94 percent decrease in liquid petroleum demand, a 71 percent decrease in smog-related pollutants, a job increase of 4 million, and $200 billion of health cost savings for Californians (ARB, 2022).

Renewables Portfolio Standard (RPS)(Scoping Action E-3)

The California Energy Commission estimates that in 2023 about 43 percent of California's retail electric load was met with RPS-Certified Renewable Energy. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. In October 2015, Governor Brown signed into law Senate Bill (SB) 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 requires an increase in the RPS to 60 percent by 2030, along with a long-term goal of 100 percent of RPS and zero-carbon energy by 2045 (CEC, 2025).

Senate Bill 375 (SB 375)

Senate Bill (SB) 375 passed the Senate on August 30, 2008, and was signed by the governor on September 30, 2008. Per SB 375, the transportation sector is the largest contributor of GHG emissions and contributes approximately 45 percent of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation also are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies (SCS) in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which added an interim target of GHG emissions reductions to help ensure that the State meets its 80 percent reduction by 2050, as set in EO S-3-05. The interim target is to reduce GHG emissions by 40 percent by 2030. It also directs State agencies to update the Scoping Plan, update the Adaptation Strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the State's Five-Year Infrastructure Plan to take current and future climate change impacts into account in all infrastructure projects.

Title 24

Although not originally intended to reduce GHGs, California Code of Regulations Title 24 Part 6: California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings 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. The California Energy Commission updates the standards every three years. The 2025 standard, which went into effect January 1, 2026, encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more (CEC, 2026).

South Coast Air Quality Management District (SCAQMD)

In the process of fulfilling its mandate to reduce local air pollution, the SCAQMD has promoted a few programs to combat climate change, e.g., energy conservation, low-carbon fuel technologies, renewable energy, vehicle miles traveled (VMT) reduction programs and market incentive programs.

Air Quality-Related Energy Policy

In 2011, the SCAQMD Board adopted an Air Quality-Related Energy Policy (SCAQMD, 2011) that integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. The Energy Policy presents policies to guide and coordinate SCAQMD efforts and actions to support the policies.

4.8.2.3 Local Regulations

The City of Banning General Plan (City of Banning, 2006), Chapter IV Environmental Resources, contains the following goals and policies that address GHG Emissions:

- Water Resources Element
    - Policy 2: The City shall require the use of drought-tolerant, low water-consuming landscaping as a means of reducing water demand for new development.
- Energy and Mineral Resources Element
    - Goal: Efficient, sustainable, and environmentally appropriate use and management of energy and mineral resources, assuring their long-term availability and affordability.
    - Policy 2: Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaics, and other clean energy systems, directly into building design and construction.

City of Banning Municipal Code

The City of Banning Municipal Code (City of Banning, 2025) regulations that support the reduction of GHG emissions include, but are not limited to, the following:

- Banning MC Chapter 8.52 is intended to eliminate barriers to recycling in the city in order to enable the city to reach waste reduction goals mandated by Assembly Bill 939 and space allocation requirements mandated by the California Solid Waste Reuse and Recycling Access Act of 1991 (AB1327).

- Banning MC Chapter 8.60 is intended to protect the public health, welfare, and safety by reducing congestion and air pollution caused by vehicle trips and vehicle miles traveled.
- Banning MC Chapter 13.16 establishes a water conservation plan to reduce water consumption in the landscape environment using xeriscape principles.

4.8.3 GHG Emissions

4.8.3.1 National Emissions

The United States is the second largest emitter of GHGs globally (behind China) and emitted approximately 6,343 million metric tons of carbon dioxide equivalent in 2022 ($MMTCO_2e$) (USEPA, 2026a), not including GHG absorbed by forests and agricultural land. The largest source of GHG in the United States (28 percent) is burning fossil fuels for transportation (USEPA, 2026a). Generating electric power accounted for the second largest portion (25 percent). The remaining 47 percent of U.S. GHG emissions were contributed by the agriculture, industry, and residential and commercial sectors.

4.8.3.2 State Emissions

The ARB reports that in 2022, total GHG emissions in California were 371.1 $MMTCO_2e$ (ARB, 2025a). The largest source of GHG in California is burning fossil fuels for transportation (39 percent) (ARB, 2025a). The industrial sector accounted for the second largest portion (23 percent). The remaining 38 percent of state GHG emissions were contributed by the agriculture, electricity, and residential and commercial sectors.

4.8.3.3 Local Emissions

City of Banning does not have an adopted climate action plan. An approach to identifying potential conflict with GHG reduction plans, policies, or regulations is to examine General Plan and Municipal Code provisions that prescribe or enable GHG emissions control.

GHG Thresholds

To provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the South Coast Air Quality Management District (SCAQMD) Board adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans (SCAQMD, 2008). The Interim Guidance uses a tiered approach to determining significance. Although this Interim Guidance was developed primarily to apply to stationary source industrial projects where the SCAQMD is the lead agency under CEQA, in the absence of more directly applicable policy, the SCAQMD's Interim Guidance is often used as general guidance by local agencies to address the long-term adverse impacts associated with global climate change. The guidance is described in detail in **Section 4.8.5**.

4.8.4 Impact Thresholds

The following thresholds of significance are based on criteria in Appendix G of the State CEQA Guidelines. A project has the potential to create a significant environmental impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHG.

4.8.5 Impact Analysis

4.8.5.1 Methodology

Short-term construction GHG emissions and long-term operational GHG emissions were assessed using the California Environmental Emissions Estimator Model (CalEEMod) Version 2022.1.1.46 (CAPCOA, 2022). This analysis focused upon emissions of CO_2, CH_4, and N_2O only. HFCs, PFCs, and SF_6 would be emitted in negligible quantities by the proposed project's sources, so they are not discussed further.

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact

California has enacted several pieces of legislation that relate to GHG emissions and climate change, many of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigations are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

Neither the City of Banning, the SCAQMD, nor the State CEQA Guidelines Amendments has adopted quantitative thresholds of significance for addressing a project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on (1) an estimate of the amount of GHG emissions resulting from the proposed project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the proposed project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the proposed project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

SCAQMD's guidance (SCAQMD, 2008) uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next tier.

The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons CO_2e per year, emissions would capture 90 percent of the GHG emissions from new commercial and residential projects. Operational GHG emissions from the project will be negligible. Thus, this analysis uses 3,000 $MTCO_2e$ per year as the significance threshold under the first impact criterion in **Section 4.8.3.**

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating emissions of criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, and offsite hauling, and construction worker trips. All GHG emissions are identified on an annual basis.

Estimated criteria pollutant emissions from the Gilman Historic Ranch Master Plan and Stagecoach Stop Park Design Project's onsite and offsite project construction activities were calculated using CalEEMod, Version 2022.1.1.46, which was described in **Section 4.3.7**. The results of this analysis are presented in **Table 4.8-1** The total GHG emissions from construction activities for Phase 1 and the Master Plan would be **384.31 metric tons** and **531.28 metric tons**, respectively. Consistent with SCAQMD recommendations (SCAQMD, 2008, p. 3-10) and to ensure that construction emissions are assessed in a quantitative sense, the total construction GHG emissions have been amortized over a 30-year period. The amortized value, **30.52 MTCO$_2$e**, has been added to the proposed project's annual operational GHG emissions. Modeling results are in **Appendix B**.

Table 4.8-1
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS FOR PHASE 1 AND MASTER PLAN

Year/Phase	Annual Emissions (MT)			
	CO_2	CH_4	N_2O	CO_2e
2027/Phase 1	375.96	0.01	0.03	384.31
Total - Phase 1	**375.96**	**0.01**	**0.03**	**384.31**
2029/ Master Plan	389.43	0.02	0.01	391.41
2030/ Master Plan	139.08	0.01	0.00	139.87
Total - Master Plan	**528.51**	**528.51**	**0.02**	**531.28**
Total – Phase 1 & Master Plan	**904.47**	**528.52**	**0.05**	**915.59**

Operational GHG Emissions

Projected operational GHG emissions by the proposed Gilman Historic Ranch Phase 1 and Master Plan are shown in **Table 4.8-2**. The combined annual GHG emissions from operational activities for Phase 1 and Master Plan would be **427.01 metric tons**.[24]

[24] Operational GHG emissions identified above include construction emissions amortized over 30 years, that is, 22.33 MTCO2e annually.

Table 4.8-2
PROJECT OPERATIONAL GHG EMISSIONS FOR PHASE 1 AND MASTER PLAN

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	0.53
Energy Demand (Electricity & Natural Gas)	143.25
Mobile (Motor Vehicles)	222.77
Solid Waste Generation	3.29
Water Demand	23.26
Refrigeration	3.39
Construction Emissions[a]	30.52
Total	**427.01**

[a] Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.

Therefore, under the first significance criterion, GHG emissions would be less than significant, and no mitigation is necessary.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Less than Significant Impact

The City of Banning does not have an adopted climate action plan. An approach to identifying potential conflict with GHG reduction plans, policies, or regulations is to examine General Plan provisions that prescribe or enable GHG emissions control. The City of Banning's General Plan (City of Banning, 2006) lists goals and policies that reduce GHG emissions and help to quantify emissions reductions. However, the policies prescribe actions to be taken by the City and not measures to be implemented by a project proponent. Nevertheless, the proposed project would not conflict with any of the GHG emission reduction policies; an analysis of project consistency with General Plan policies intended to reduce GHG emissions is provided in **Section 4.11**. Therefore, the project would not hinder the implementation of General Plan policies for reducing GHG emissions.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) 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?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?			**X**	
d) 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, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		**X**		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**	

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

and

b) Would the project 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?

Less than Significant Impact

Construction

Project Construction would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California hazardous waste control law (California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control); California Division of Occupational Safety and Health (DOSH); SCAQMD; and Riverside County Department of Environmental Health (RCDEH) requirements. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials; and in the event of a release of hazardous materials of quantity and/or toxicity that onsite workers could not safely contain and clean up, would notify the RCDEH immediately.[25] Therefore, compliance with applicable laws and regulations during project construction would prevent significant hazards from the transport, use, or disposal of hazardous materials, and would minimize the risk of accidental releases. As a result, construction-related hazardous materials impacts would be less than significant.

Operation

The project would require the transport, storage, use, and disposal of certain chemicals typically used for cleaning and landscaping purposes, such as commercial cleansers, paints, lubricants, pesticides, and fertilizers for maintenance and upkeep of the proposed structures and landscaping. These materials would be stored, handled, and disposed of in accordance with applicable regulations. The proposed project would not involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment. Therefore, hazardous materials impacts from project operation would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact

One school, Susan B. Coombs Intermediate School, is within 0.25 mile of the project site, approximately 1,300 feet to the east. However, after adherence to applicable regulations described

[25] RCDEH is the Certified Unified Program Agency (CUPA) for most of Riverside County including the City of Banning; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials. The RCDEH is also one of the agencies providing emergency responses to hazardous materials incidents in Riverside County

above, the transportation, storage, use and disposal of hazardous materials during project construction and operation would not pose substantial hazards to people at Susan Coombs Intermediate School. Impacts would be less than significant.

d) Would the project 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, would it create a significant hazard to the public or the environment?

As depicted in **Figure 4.9-1** below, the project site is not within or adjacent to an active hazards site under the Cortese List.

Less than Significant Impact

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs), and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

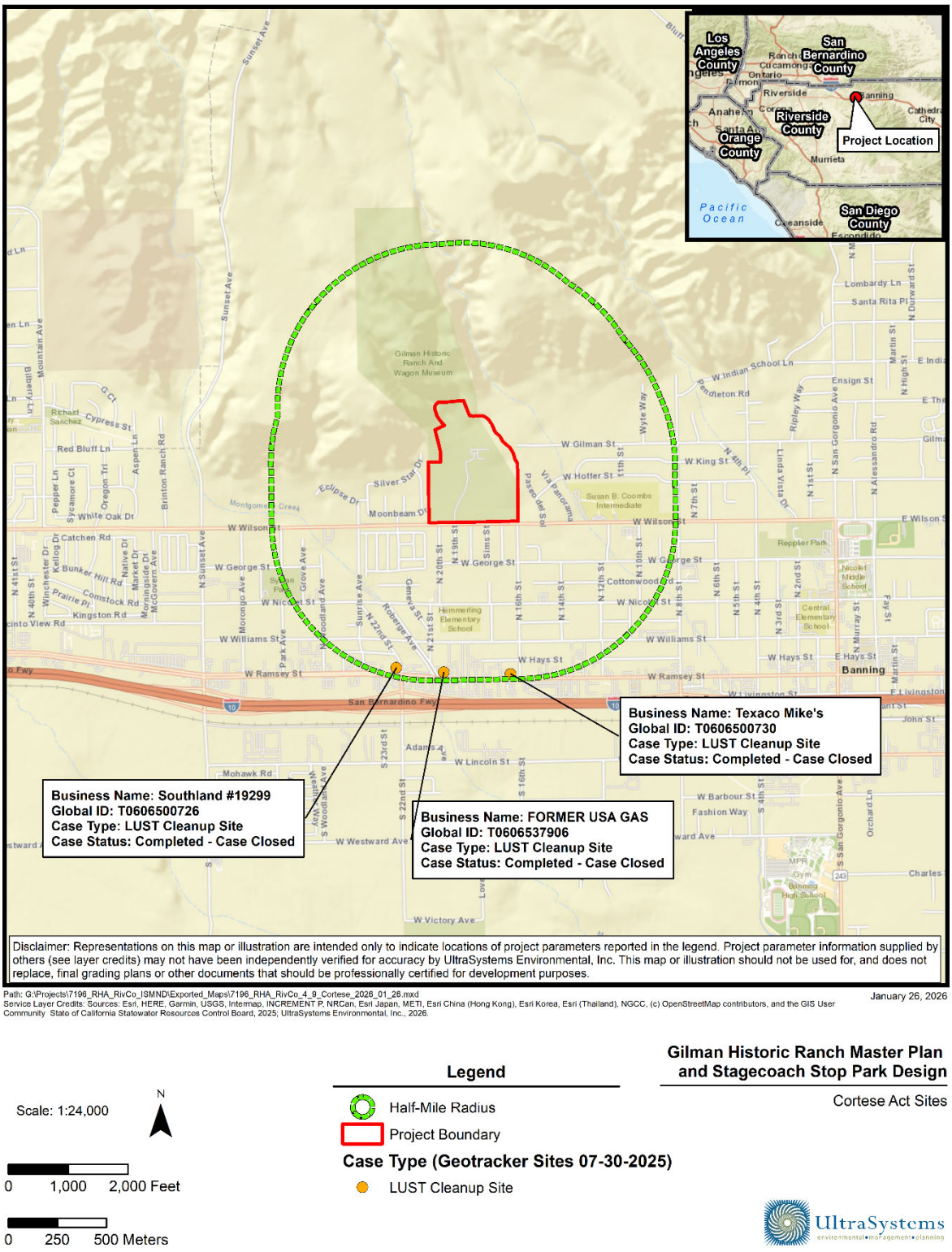
These lists are collectively referred to as the "Cortese List." The project site is not included on the Cortese List, as shown on **Figure 4.9-1.** Three hazardous materials sites, all leaking underground storage tank sites mapped on **Figure 4.9-1**, are each approximately 0.5 mile south, and down-gradient from the project site; all are closed cases. Project development would not create a significant hazard to the public or the environment related to a Cortese List site. Therefore, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact

The nearest public-use airport to the project site is the Banning Municipal Airport (BMA), approximately 2.7 miles to the east-southeast as depicted to Figure 4.9-2 below. The project site is not located within the airport's influence area or safety area (RCALUC, 1993). Thus, project development would not subject people working at or visiting the project site to airport-related hazards or excessive noise, and no impact would occur.

Figure 4.9-1
CORTESE LIST SITES



f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact with Mitigation Incorporated.

Construction

The City of Banning Local Hazard Mitigation Plan (LHMP) was adopted by the City Council in 2017 (City of Banning, 2017). Project construction would involve installation of utility laterals connecting to existing mains in Wilson Street, which is classified as a Major Highway in the City of Banning General Plan (City of Banning, 2006). Such construction would likely involve temporary closures of one lane in Wilson Street. Impacts on emergency access via Wilson Street could be significant. Mitigation measure **HAZ-1** is required.

Mitigation Measure

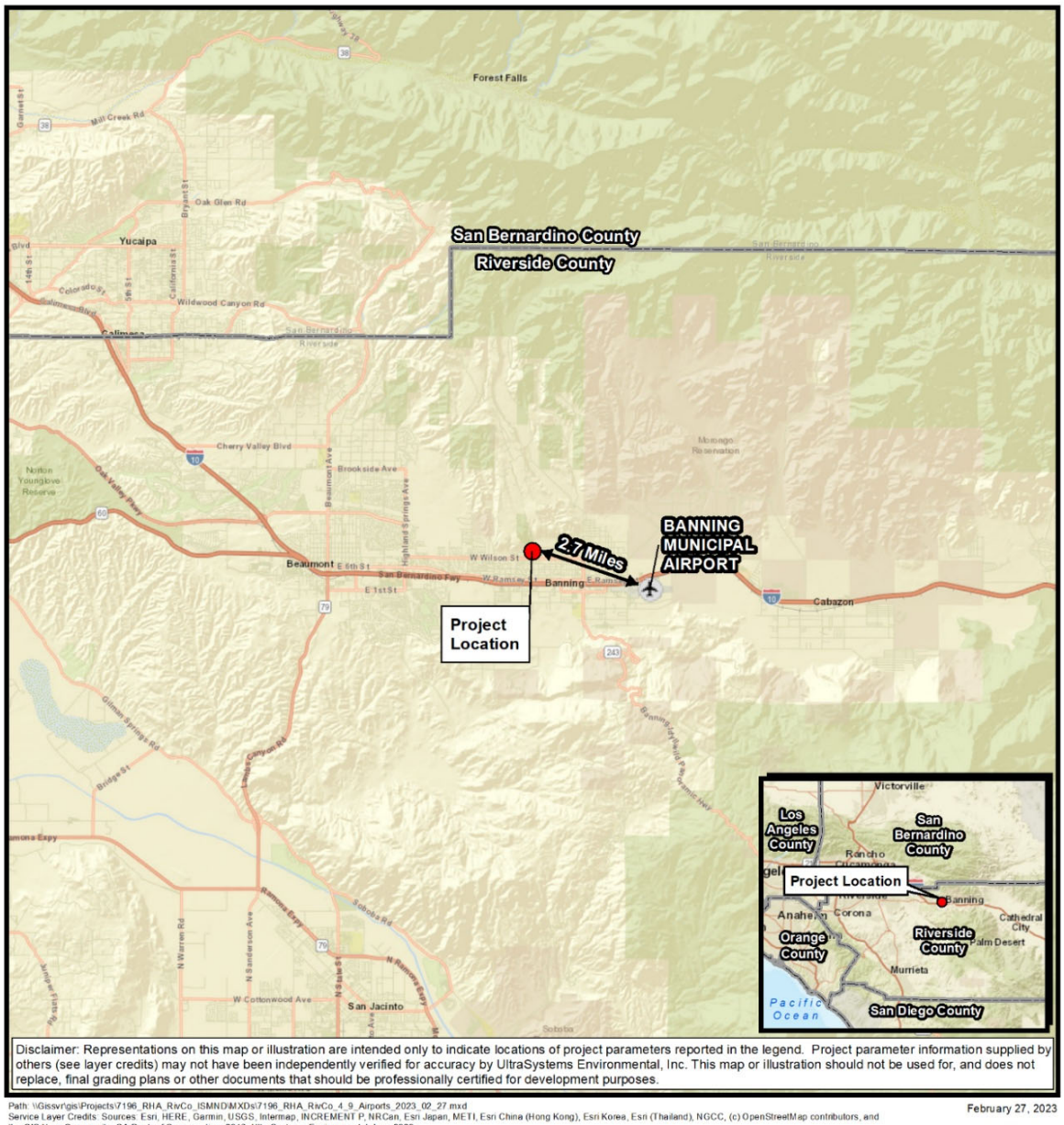
MM HAZ-1: Construction Traffic Control Plan (TCP)

Prior to issuance of a grading or encroachment permit and before any roadway closure on Wilson Street, Riverside County Parks will have a Traffic Control Plan (TCP) for the project prepared by a registered transportation engineer or civil engineer for review and approval by the City of Banning Public Works Department, in coordination with the Riverside County Fire Department and local law enforcement. The approved TCP shall be implemented for the duration of each construction project under the Master Plan. The TCP shall:

1. Identify all roadway segments to be closed and the duration of closures; designate signed vehicular detour routes that use appropriate collector and arterial roadways and avoid residential streets and school frontage to the extent feasible; provide advance warning and detour signage consistent with the California Manual on Uniform Traffic Control Devices and City standards; and maintain at least one open emergency access route at all times, clearly shown on TMP detour maps;
2. Specify construction hours that comply with the City of Banning noise ordinance; designate truck haul routes to and from the site that minimize travel on local residential streets and avoid routing heavy trucks past school frontage where haul truck traffic would disrupt school operations;
3. Confirm detour routes and emergency access provisions with the Riverside County Fire Department, local law enforcement, and emergency medical providers prior to construction; provide these agencies with a 24-hour point of contact for the construction contractor and the City construction manager; and ensure that fire hydrants, driveways, and critical access points remain unobstructed at all times or that clearly signed alternative access is established and communicated.

The TCP shall be submitted to the City of Banning Public Works/Engineering Department for review and approval prior to construction, implemented in the field, and modified as needed, subject to City approval, in response to unanticipated traffic conditions, safety concerns, or community feedback. The City may periodically monitor construction traffic conditions and TCP implementation, and the contractor shall promptly correct any deficiencies to the satisfaction of the City.

Figure 4.9-2
AIRPORTS IN THE PROJECT REGION



Level of Significance After Mitigation

Implementation of **MM HAZ-1** shall ensure that temporary construction traffic and detours associated with the project do not result in significant adverse impacts to circulation, emergency access, or pedestrian/bicycle safety and that the project remains consistent with applicable circulation plans and policies. Therefore, the project would have a less than significant impact with mitigation incorporated.

Operation

Project operation would not block traffic on West Wilson Street or other local roadways. The project would provide emergency access to the proposed buildings compliant with California Fire Code Section 503. Therefore, impacts would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact

The California Department of Forestry and Fire Protection (CAL FIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA).

Very High Fire Hazard Severity Zone (VHFHSZ) designation refers to either:

a) wildland areas supporting high-to-extreme fire behavior resulting from climax fuels typified by well-developed surface fuel profiles (e.g., mature chaparral) or forested systems where crown fire is likely. Additional site elements include steep and mixed topography and climate/fire weather patterns that include seasonal extreme weather conditions of strong winds and dry fuel moistures. Burn frequency is typically high, and should be evidenced by numerous historical large fires in the area. Firebrands from both short- (<200 yards) and long-range sources are often abundant.

or

b) developed/urban areas typically with high vegetation density (>70% cover) and associated high fuel continuity, allowing for frontal flame spread over much of the area to progress impeded by only isolated non-burnable fractions. Often where tree cover is abundant, these areas look very similar to adjacent wildland areas. Developed areas may have less vegetation cover and still be in this class when in the immediate vicinity (0.25 mile) of wildland areas zoned as Very High (see above).

The project site is located within a Local Responsibility Area (LRA, that is, where cities and counties are responsible for the costs of wildfire prevention and suppression) fire hazard severity zone (FHSZ), but not in a State Responsibility Area (SRA) (see **Figures 4.9-3** and **4.9-4**, respectively). Approximately the northern half of the project site is in a VHFHSZ in LRA, as shown in **Figure 4.9-3**. The project site is not in a FHSZ in SRA, and the nearest such zone to the site is about 0.7 mile to the west, as shown in **Figure 4.9-4**.

Structures to be built as part of the project would include fire sprinklers in accordance with the City of Banning Fire Code. Fuel modification would be practiced within 100 feet of structures within fire

hazard severity zones in accordance with California Public Resources Code (PRC) § 4291 et seq. and City of Banning Fire Code §§ 4906 and 4907. After compliance with PRC § 4291 and the City of Banning Fire Code, structures and other amenities to be developed under the Master Plan would be less flammable than the existing vegetation is. Project development would not exacerbate wildland fire risks, and impacts would be less than significant.

Figure 4.9-3
FIRE HAZARD SEVERITY ZONES – LOCAL RESPONSIBILITY AREA

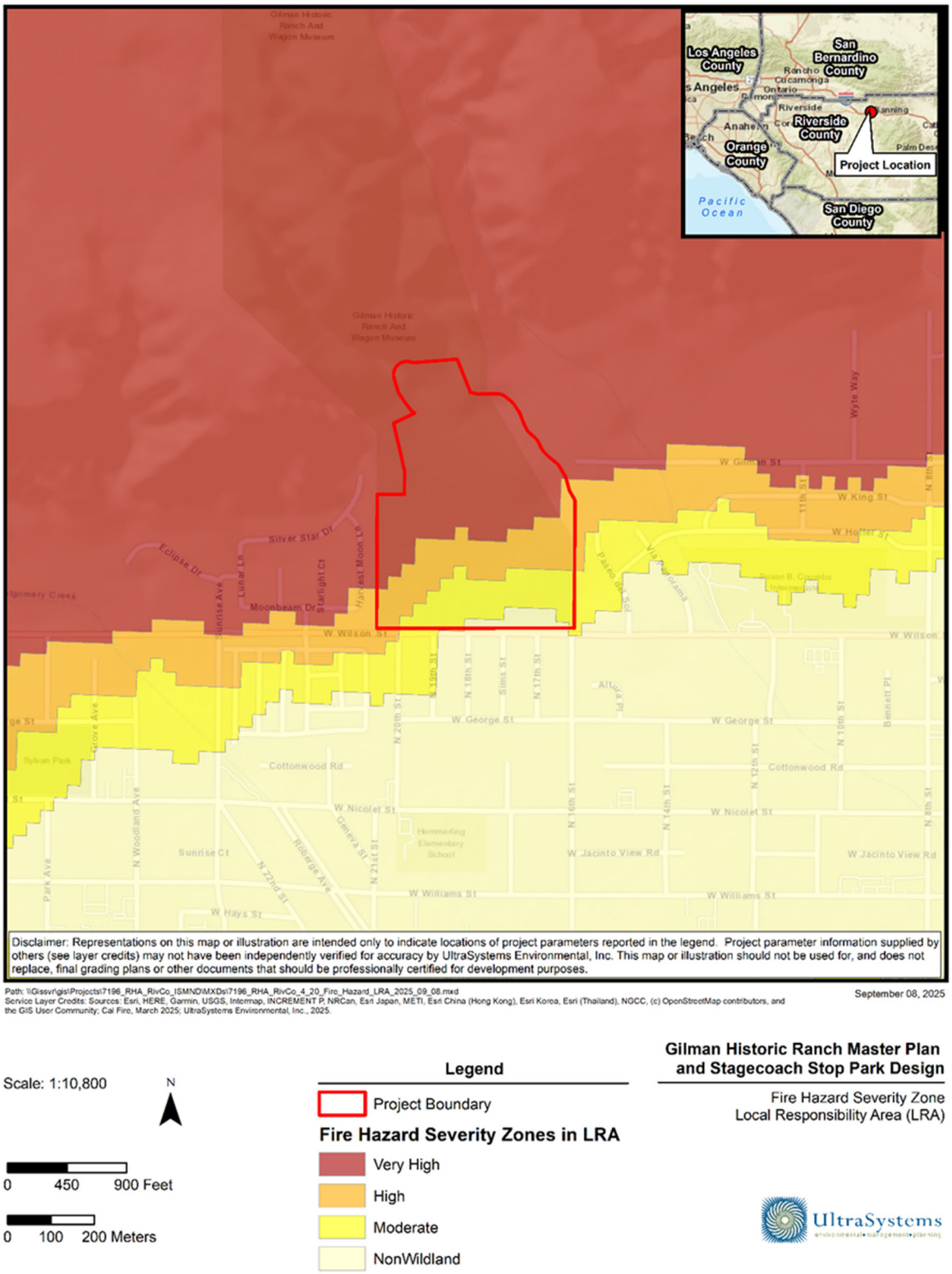
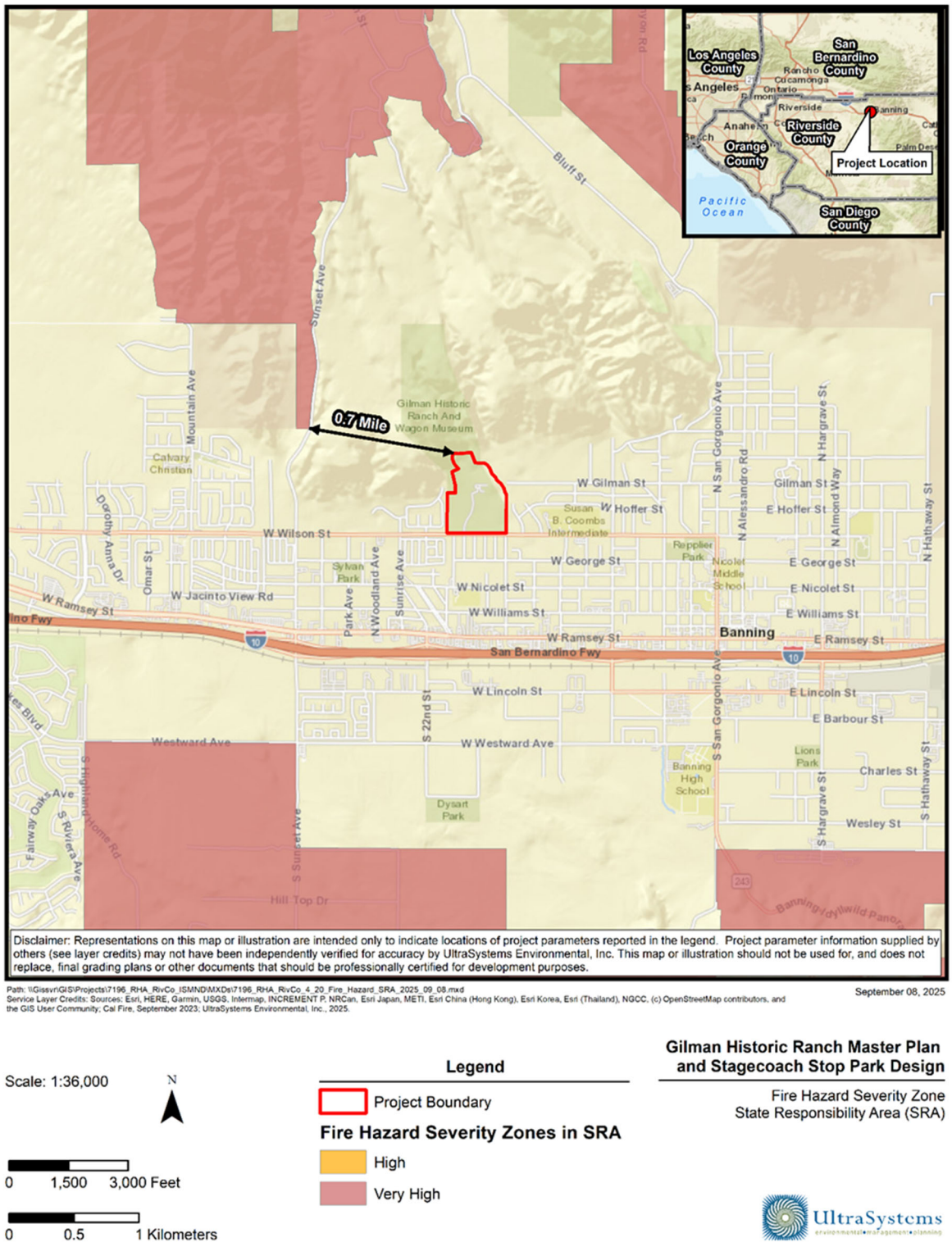


Figure 4.9-4
FIRE HAZARD SEVERITY ZONES – STATE RESPONSIBILITY AREA



4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) 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:			**X**	
i) result in substantial erosion or siltation on or offsite;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			**X**	
iii) 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; or			**X**	
iv) impede or redirect flood flows?				**X**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

The information on water quality in this section is based on the Water Quality Management Plan (WQMP) for Gilman Historic Ranch prepared by John Mark Thompson, IMEG, revised August 13, 2026. A complete copy of this Report is included as **Appendix F**.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

The California State Water Resources Control Board requires its nine Regional Water Quality Control Boards (RWQCBs) to develop water quality control plans (Basin Plans) designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, Basin Plans designate beneficial uses for surface waters and groundwater, set narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State antidegradation policy, and describe implementation programs to protect all waters in the Regions (CRBRWQCB, 2024). In addition, Basin Plans incorporate by reference all applicable State and Regional Board plans and policies, and other pertinent water quality policies and regulations. The proposed project is under the jurisdiction of the Colorado River (Region 7) RWQCB.

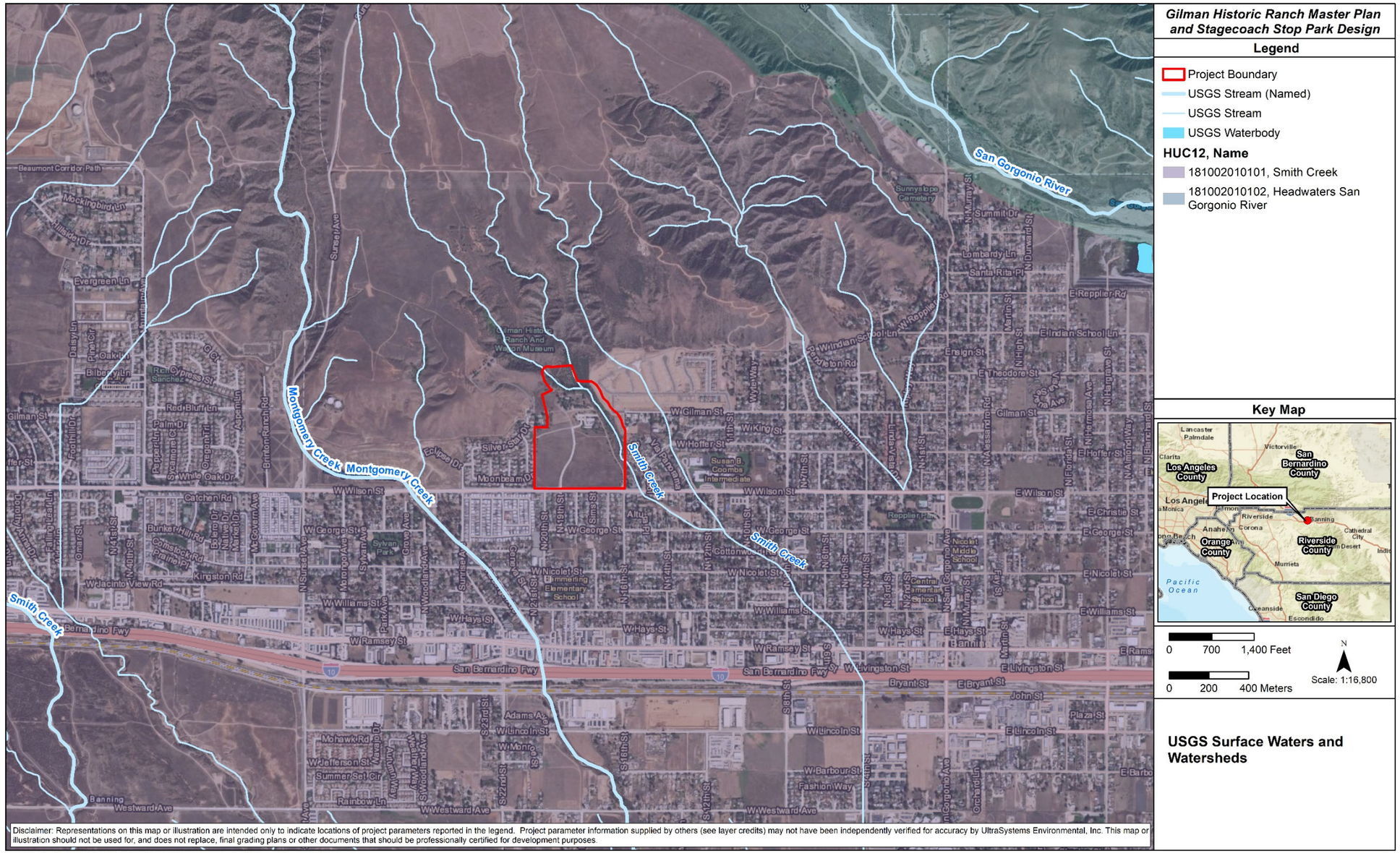
As shown in **Figure 4.10-1,** *USGS Surface Waters and Watersheds*, the project site is located within the Smith Creek sub-watershed, which spans about 34 square miles including part of the San Gorgonio Pass region and small portions of the lower slopes of the San Bernardino and San Jacinto mountains (CDFW, 2025). Smith Creek discharges into the San Gorgonio River about 6.5 miles southeast of the project site, and the San Gorgonio River discharges into the Whitewater River approximately 16 miles east of the project site. The Whitewater River extends 54 miles from the San Bernardino Mountains in the northwest to the Salton Sea in the southeast (CRBRWQCB, 2024, p. 1-12).

Drainage in the project site is via surface flow south toward Wilson Street. The nearest storm drainage improvement to the project site shown on the Banning Master Drainage Plan map (RCFCWCD, 1994) is Smith Creek, which passes northwest to southeast near the east park boundary, crossing Wilson Street about 250 feet east of the southeast corner of the park.

Development of the project has the potential to result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation. Temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion, that is, the detaching of soil particles from the soil surface, while sedimentation is the transporting of soil offsite by wind and flowing water. Erosion and sedimentation affect water quality of receiving waters through interference with photosynthesis, oxygen exchange, and respiration, growth, and reproduction of aquatic species. Runoff from construction sites may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants such as nutrients, trace metals, and hydrocarbons can attach to sediment and be carried by stormwater into storm drains which discharge eventually to the Pacific Ocean.

Spills and mishandling of construction materials and waste may also potentially leave the project site and negatively impact water quality. The use of construction equipment and machinery could cause contamination from petroleum products, hydraulic fluids, and heavy metals. Contamination from building preparation materials such as paints and solvents, and landscaping materials such as fertilizers, pesticides, and herbicides may also potentially degrade water quality during project construction. Trash and demolition debris may also be carried into storm drains and discharged into receiving waters.

Figure 4.10-1
USGS SURFACE WATERS AND WATERSHEDS



Path: G:\Projects\7196_RHA_RivCo_ISMND\MXDs\7196_RHA_RivCo_4_4_Surface_Water_2026_03_26.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; USGS, 2022; UltraSystems Environmental, Inc., 2023

March 26, 2026

Construction Pollutants Control

The project proponent is required by the California State Water Resources Control Board (SWRCB) to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2022-0057-DWQ, as authorized by the federal Clean Water Act § 402 [National Pollutant Discharge Elimination System or NPDES] for projects which will disturb one or more acres of soil during construction). The Construction General Permit requires potential dischargers of pollutants into Waters of the United States (WOUS) to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and non-point source discharges of pollutants. Construction BMPs are grouped in six categories described below in **Table 4.10-1**. Additionally, BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of Construction General Permit Order 2022-0057-DWQ, potential violations of water quality standards or waste discharge requirements during project construction would be less than significant.

TABLE 4.10-1
CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Erosion Controls	prevent detachment of soil particles from soil surface by covering soil or adding binders to soil.	Scheduling; preservation of existing vegetation; soil covers such as geotextiles, and mats; soil binders; barriers such as earth dikes and drainage swales; and streambank stabilization
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, sandbags, straw bale barrier, storm drain inlet protection, street sweeping
Wind Erosion Controls	prevent or minimize dust nuisance.	Watering; other BMPs are similar to erosion controls
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct operations in ways that minimize non-stormwater discharges and contamination of any such discharges.	Water conservation practices, temporary stream crossings, clear water diversions, paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, concrete curing and finishing
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: CASQA, 2023

Operational Pollutant Controls

Note that the water quality management plan included as **Appendix F** and summarized below is only for Phase 1 of the project. Design and operational BMPs for the balance of the master plan will

be selected and designed during engineering design of improvements to be built during subsequent master plan phases in accordance with the two regulatory documents described below and by a runoff retention requirement set forth by the City of Banning. The City of Banning requires that 100% of runoff from a 100-year, 3-hour storm be retained onsite (RCFCWCD, 2014, p. 20).

Municipal stormwater permit for the Whitewater River Watershed

The Municipal stormwater permit for the Whitewater River Watershed ("MS4 permit") was issued by the CRBRWQCB in 2013 as Order No. R7-2013-0011. Riverside County and the City of Banning are both permittees. The MS4 permit requires post development peak runoff discharge rates not to exceed predevelopment rates where an increase would increase downstream erosion potential (CRBRWQCB, 2013, p. 44). The Master Plan and Phase 1 of the Master Plan are each priority development projects as defined in the MS4 permit, as each involves development of parking lots 5,000 or more square feet in size, or with 25 or more parking spaces, and potentially exposed to urban runoff (CRBRWQCB, 2013, p. 43).

Whitewater River Region WQMP Guidance Document

The Whitewater River Region WQMP Guidance Document (WQMPGD), updated by the RCFCWCD in 2015, prescribes the following categories of post-construction BMPs (RCFCWCD, 2015, pp. 16-17).

Site Design BMPs reduce runoff by minimizing impervious surfaces, conserving natural areas, maintaining natural drainage features, and minimizing directly connected impervious areas.

Source Control BMPs minimize contamination of runoff through nonstructural measures, such as education, activity restrictions, litter control, street sweeping, and drainage maintenance, and structural measures, such as storm drain labeling, irrigation-system design, slope protection, and protection of trash and material storage areas (RCFCWCD, 2015, pp. 16-17).

Two other categories of BMPs prescribed in the WQMPGD, LID/site design and treatment control, are omitted here. The City of Banning sets forth its own requirement for runoff retention, mentioned above. Projects that meet the City's retention requirement are not required to incorporate LID/site design and/or treatment BMPs (RCFCWCD, 2015, p. 20).

Pollutants of Concern

The pollutants of concern for the proposed project are bacteria and viruses from wild animal and pet wastes, heavy metals from motor vehicles, nutrients from fertilizers and food waste, toxic organic compounds from fertilizers, sediment/turbidity from the parking lots, trash and debris from trash storage areas and the parking lots, and oil and grease from vehicles and the parking lots (IMEG, 2026, p. 1-6).

The receiving waters for the project site are the San Gorgonio River and the Whitewater River.

Water Quality Management Plan (Phase 1)

Best Management Practices (BMPs)

a. Site Design BMPs

Site design BMPs reduce or eliminate post-project runoff. The following site design BMPs are prescribed in the WQMP (IMEG, 2026):

Concept 1: Minimize Runoff, Minimize Impervious Footprint, and Conserve Natural Areas

- Conserve natural areas by concentrating or clustering development on the least environmentally sensitive portions of a site while leaving the remaining land in a natural, undisturbed condition.
- Conserve natural areas by incorporating the goals of the Multi-Species Habitat Conservation Plan or other natural resource plans.
- Preserve natural drainage features and natural depressional storage areas on the site.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs and planting additional native or drought tolerant trees and large shrubs.
- Use natural drainage systems.
- Where applicable, incorporate Self-Treating Areas
- Where applicable, incorporate Self-Retaining Areas
- Construct streets, sidewalks and parking lot aisles to minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of streets where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Design residential and commercial sites to contain and infiltrate roof runoff or direct roof runoff to landscaped swales or buffer areas.
- Drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Incorporate landscaped buffer areas between sidewalks and streets.
- Use natural or landscaped drainage swales in lieu of underground piping or imperviously lined swales.
- Where soil conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Maximize the permeable area by constructing walkways, trails, patios, overflow parking, alleys, driveways, low-traffic streets, and other low- traffic areas with open-jointed paving materials or permeable surfaces such as pervious concrete, porous asphalt, unit pavers, and granular materials.

Concept 2: Minimize Directly Connected Impervious Area

- Rural swale system: street sheet flows to landscaped swale or gravel shoulder, curbs used at street corners, and culverts used under driveways and street crossings.
- Urban curb/swale system: street slopes to curb; periodic swale inlets drain to landscaped swale or biofilter.
- Dual drainage system: first flush captured in street catch basins and discharged to adjacent vegetated swale or gravel shoulder; high flows connect directly to municipal storm drains.

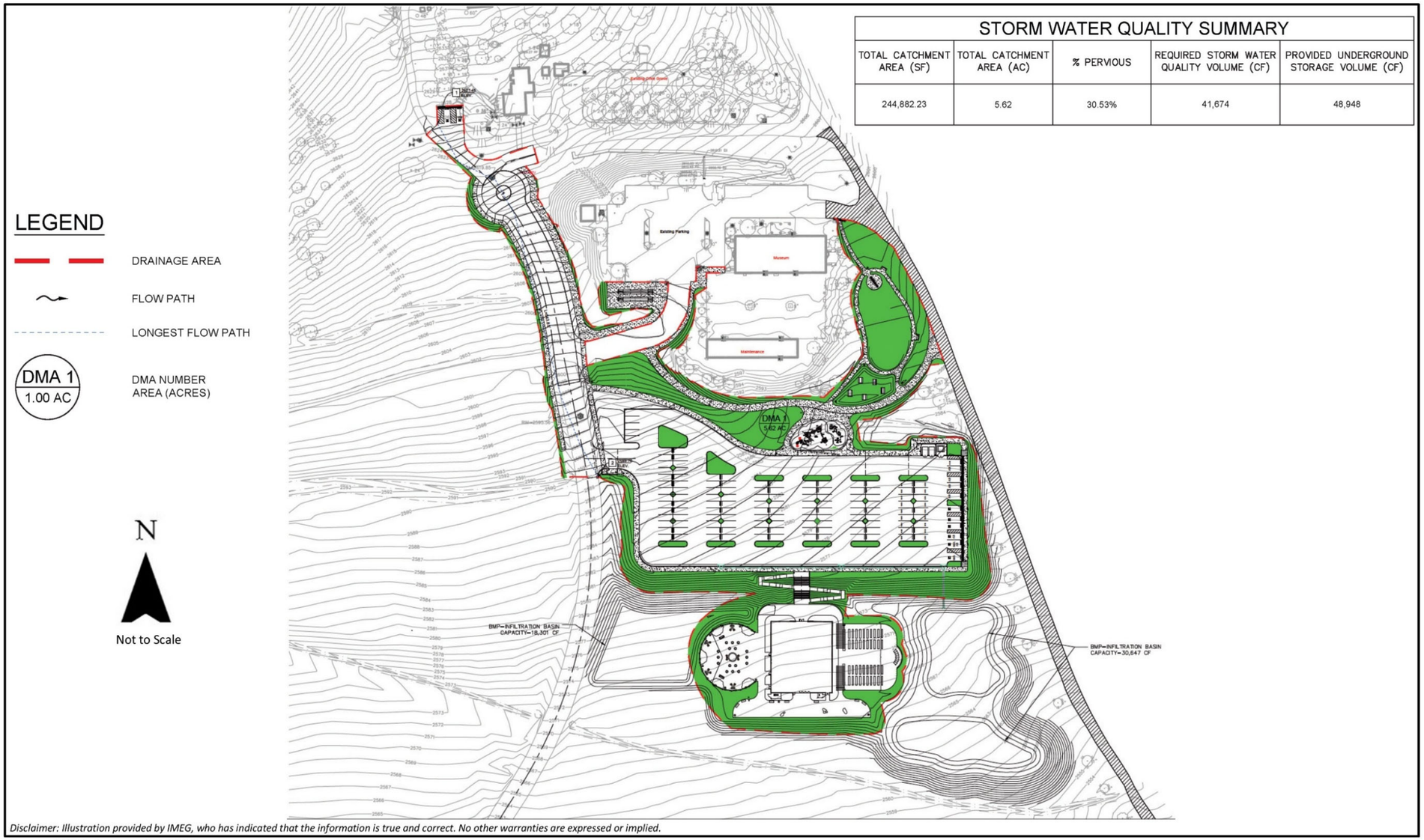
- Other comparable and equally effective Site Design BMP concept(s) as approved by the local land use authority (Note: Additional narrative required to describe BMP and how it addresses site design concept).
- Design driveways with shared access, flared (single lane at street), or wheel strips (paving only under the tires).
- Uncovered temporary or guest parking on residential lots paved with a permeable surface or designed to drain into landscaping.
- Where landscaping is proposed in parking areas, incorporate parking area landscaping into the drainage design.

b. LID/Site Design BMPs

LID/Site Design BMPs are activities or programs to educate the public or provide low-cost non-physical solutions, as well as facility design or practices aimed at increasing infiltration, reducing pollutant transport mechanisms, and minimizing the difference between pre- and post- development urban runoff (RCFCWCD, 2015, p. 16).

An infiltration basin is selected as the LID/Site Design BMP for the project. The WQMP for Phase 1 of the project proposes one infiltration basin divided into two sections, both in the east-central quadrant of the site; one section is west of the event courtyard and the other east of the ceremonial gathering space (see **Figure 4.10-2**).

Figure 4.10-2
WOMP PROPOSED INFILTRATION BASINS



Disclaimer: Illustration provided by IMEG, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: IMEG, January 29, 2026.

Gilman Historic Ranch Master Plan
And Stagecoach Stop Park Design

WQMP Map

Infiltration basins are highly effective at removing sediment, nutrients, trash, metals, bacteria, oil and grease, and organics (CASQA, 2003, p. TC-11-1). With implementation of construction and operational BMPs, potential impacts to water quality would be less than significant and mitigation is not proposed.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact

The project site is over the San Gorgonio Pass Subbasin of the Coachella Valley Groundwater Basin (CVGWB) (DWR, 2026). See Figure 4.10-3. The San Gorgonio Pass Subbasin spans 60 square miles and comprises the northwesterly extent of the CVGWB, which extends approximately 820 square miles, underlying the Coachella Valley southeast to the Salton Sea, and the San Gorgonio Pass region. The Groundwater Sustainability Plan (GSP) for the San Gorgonio Pass Subbasin was approved by the Department of Water Resources in 2022 (SGPWA, 2025). The City of Banning supplies water to GRHP. The City water system's entire supply consists of groundwater from the San Gorgonio Pass Subbasin: potable water; and non-potable groundwater used for irrigation at one country club (City of Banning, 2021, pp. 3-1 and 4-8). Imported water from northern California via the State Water Project, and surface water from the Whitewater River, are both used to recharge the San Gorgonio Pass Subbasin.

The City's 2020 UWMP includes a Water Supply Reliability Assessment under normal year, single-dry year, and five-consecutive dry year scenarios. Under all scenarios, the City demonstrates a positive supply-demand balance through 2045, assuming conservation, use of available groundwater, and access to imported supplies (City of Banning, 2021, p. 7-14). Thus, project development would not substantially decrease groundwater supplies.

The project site is not used for intentional groundwater recharge. While the project does propose some increase in impervious areas onsite, most of the park would remain pervious landscaping. Therefore, project development would not substantially interfere with groundwater recharge. Impacts would be less than significant.

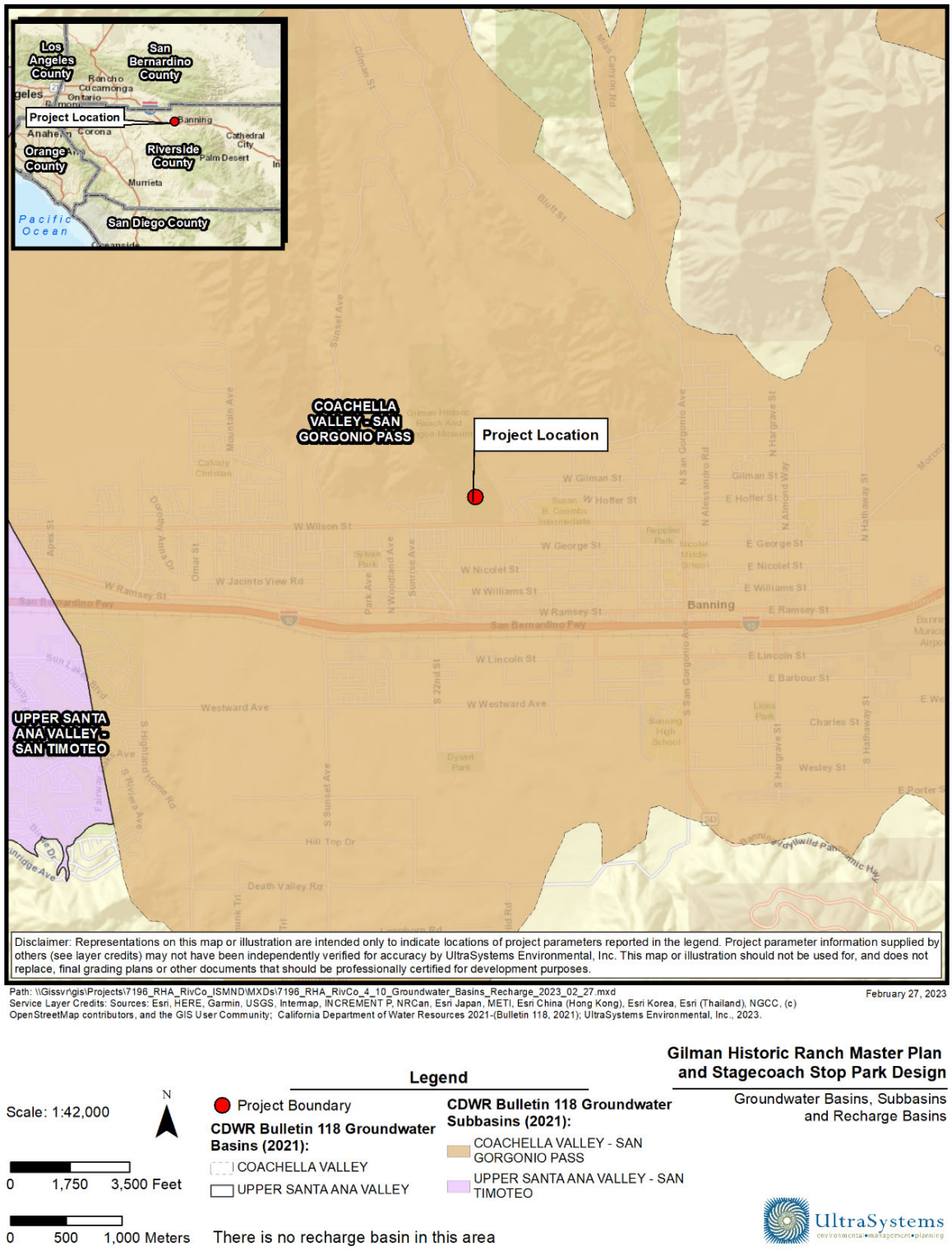
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on or offsite;

Less Than Significant Impact

The project site has a south-facing slope of approximately 6 percent grade; elevations onsite range from about 2,536 feet above mean sea level (amsl) at the southeast corner of the site to 2,636 feet at the northwest corner (Geocon, 2026, p. 2). Smith Creek, an intermittent stream, passes near the east site boundary. No wetlands, including vernal pools, were identified in the project site (Cadre Environmental, 2024, p. 21).

Figure 4.10-3
GROUNDWATER BASINS AND SUBBASINS



Construction

As described in Section 4.10 a), temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area.

As detailed in Section **4.10 a),** the project owner would be required to develop a SWPPP by a certified qualified SWPPP developer. The required SWPPP would be project specific and would prescribe site specific stormwater BMPs which would be intended to minimize or avoid having soil leave the project site, through either stormwater or wind, and thus minimize or avoid soil erosion onsite and siltation in receiving waters. Impacts would be less than significant.

Operation

Infiltration basins were chosen as the LID/site design BMP. Infiltration basins require occasional maintenance including trimming of vegetation and removal of sediment. Operational impacts regarding erosion or siltation would be less than significant after implementation of infiltration basins.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

<u>Less than Significant Impact</u>

Phase I

The proposed infiltration basins would have 48,948 cubic feet (cf) combined capacity. That is more than sufficient to retain post development stormwater from the project site from a 100-year, 3-hour storm (41,674 cf) (IMEG, 2026, WQMP Exhibit), as required by the City of Banning.

Subsequent Project Phases

Subsequent project phases would be required to comply with requirements set forth in the Whitewater River WQMP Guidance Document issued by the Riverside County Flood Control and Water Conservation District (RCFCWCD), and of the City of Banning. Subsequent phases would incorporate BMPs with capacity to retain post-project stormwater from a 100-year, 3-hour storm. Such requirement is existing regulations of the RCFCWCD and the City of Banning; thus, mitigation is not required to ensure adherence. Impacts would be less than significant.

iv) Impede or redirect flood flows?

No Impact

The project site is in flood zone X, that is, outside of 100-year and 500-year flood zones (FEMA, 2025). Smith Creek (identified as Gilman Home Channel on the Federal Emergency Management Agency's National Flood Hazard Layer [NFHL] Viewer) is mapped as a 100-year flood zone (zone AE; FEMA, 2025). The project site is located outside the nearest floodplain, and the proposed project would not impede or redirect flood flows. No impact would occur, and mitigation is not required.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact

No tsunami flood risk is present onsite due to its elevation and inland location.

The project site is outside of 100-year and 500-year flood hazard zones. No dams mapped by either the California Division of Safety of Dams or U.S. Army Corps of Engineers National Inventory of Dams are upslope from the project site (DWR, 2025; USACE, 2025).

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No water bodies are near enough to the project site to pose a flooding threat to the site due to a seiche, and project development would not exacerbate flood risks originating from a seiche. No impact would occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact

The water quality control plan in effect for the project region was issued by the Colorado River Regional Water Quality Control Board in 2023. The project would comply with the water quality control plan through adherence to the municipal stormwater permit for the Whitewater River Watershed, and to the WQMP Guidance Document for the Whitewater Basin.

The Groundwater Sustainability Plan (GSP) for the San Gorgonio Pass Subbasin was approved by the Department of Water Resources in 2022 (SGPWA, 2025). The GSP describes the Subbasin; sets forth sustainable management criteria; projects and management actions to maintain groundwater sustainability; and describes plan implementation (SGPWA, 2025). The Master Plan includes several water conservation features, including low-water-demand landscaping, infiltration basins, and decomposed granite walkways.

The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; no impact would occur, and mitigation is not required.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) 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?				**X**

a) Would the project physically divide an established community?

No Impact

The proposed project site, currently occupied by a historic ranch and museum, is situated at the urban-rural interface in the City of Banning. It is surrounded by single-family residential development to the south, east, and west, and by orchards and open space to the north. While these surrounding residential areas are adjacent to the project site, the property does not serve as a pedestrian or vehicular connection between them.

The proposed development would be fully contained within the existing site boundaries and would not introduce new physical barriers—such as highways, walls, or controlled-access infrastructure—that could fragment existing neighborhoods or disrupt community connectivity. The project would retain the current roadway network and would not interfere with established access to or between residential areas. Additionally, the project is designed to be visually and physically compatible with surrounding land uses and complies with applicable land use policies and zoning designations established in the City of Banning General Plan.

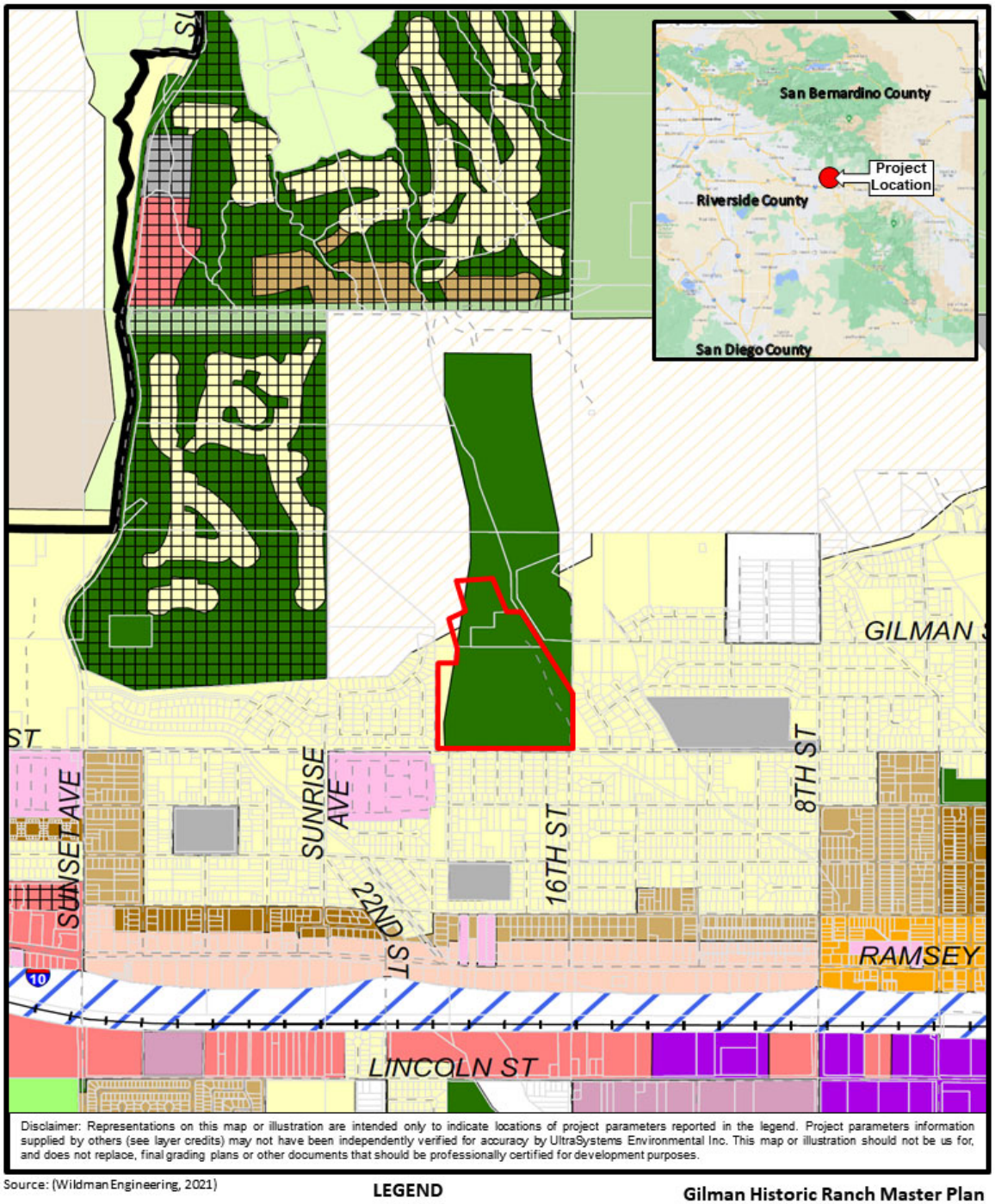
Because the site does not currently facilitate inter-neighborhood connectivity, and because the proposed project would not alter existing access or circulation patterns, it would not bisect or isolate any part of the community. Therefore, the project would not physically divide an established community, and the impact would be considered less than significant.

b) Would the project 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?

No Impact

The proposed project is located within the City of Banning and is governed by the land use policies of the City of Banning General Plan and the implementing regulations of the City's Zoning Code. As indicated in **Figure 4.11-1** below, the project site is designated Open Space – Parks, which supports recreational, cultural, and passive public uses. The proposed project—including the preservation of historic ranch features and development of ancillary facilities such as the events center—is

Figure 4.11-1
GENERAL PLAN LAND USE AND ZONING DESIGNATION



consistent with this land use designation. It promotes the site's intended public-serving function by enhancing cultural, educational, and recreational opportunities without introducing incompatible uses.

The project also adheres to applicable zoning development standards related to building height, setbacks, parking, and open space requirements. No amendments to the General Plan or Zoning Code are proposed or required. Additionally, the project does not conflict with any regional conservation plans, air quality management plans, or transportation improvement programs adopted for environmental protection.

Because the project is consistent with applicable local and regional land use policies and regulatory frameworks intended to avoid or mitigate environmental effects, it would not result in a significant environmental impact due to a conflict with any such plan, policy, or regulation. Therefore, no adverse impact would occur.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				**X**
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?				**X**

a) Would the project 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?

and

b) Would the project 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?

No Impact

The project site is mapped Mineral Resource Zone 3 (MRZ-3) by the California Geological Survey (CGS), as shown on **Figure 4.12-1**, meaning that the area contains known or inferred mineral occurrences of undetermined resource significance (CGS, 2008).

The nearest mine to the project site mapped by the Division of Mines Reclamation (DMR) is Banning Quarry (91-33-0012), a Robertson's Ready Mix location at 1990 N. Hargrave, Banning, CA 92220 in the City of Banning approximately 1.8 miles to the east (DOC, 2025). This is the only mine mapped by DMR in the city of Banning and indicated in the City of Banning General Plan. The Banning Quarry is mined for rock, sand and base materials used for concrete and construction.

The nearest active oil or gas well to the project site is a well approximately 45 miles to the west and the nearest idle well to the project site is approximately 1.9 miles to the southwest (CalGEM, 2025; see **Figure 4.12-2**).

The project site is surrounded by residential, ranch and park land uses which are incompatible with mining. Thus, any aggregate onsite is unavailable for mining. Project development would not cause a loss of availability of known mineral resources valuable to the region, and no impact would occur.

Figure 4.12-1
DESIGNATED MINERAL RESOURCE ZONE

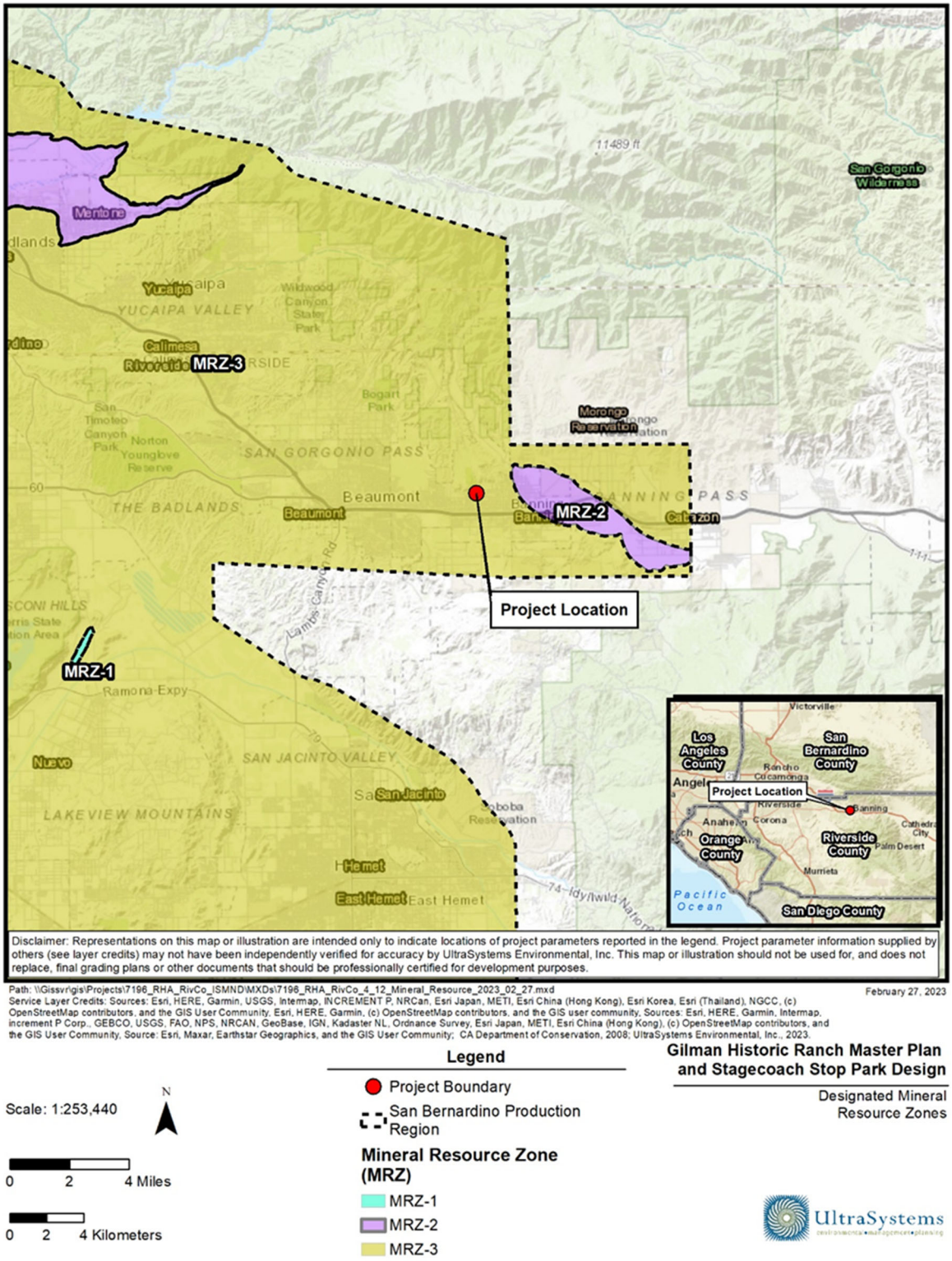
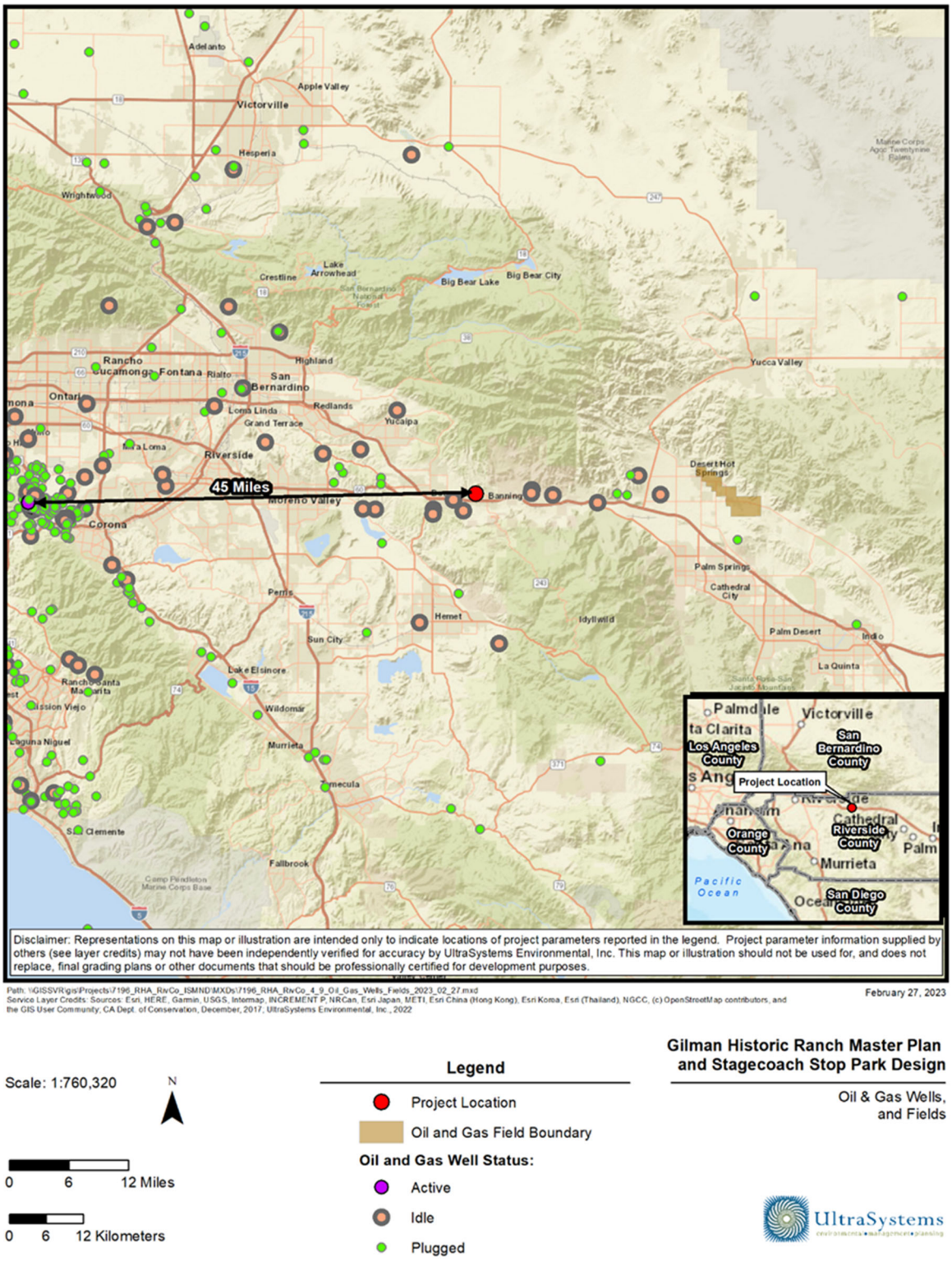


Figure 4.12-2
OIL, GAS AND GEOTHERMAL WELLS



4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micro pascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.
- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. L_{max} is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Hendriks, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA "penalty" added to noise that occurs between 10:00 p.m. and 7:00 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise

Sensitive receptors are defined by the City of Banning General Plan as land uses where occupants are more susceptible to noise disturbances, including residential uses, schools, hospitals, churches, libraries, and other similar uses where quiet environments are generally expected. The nearest sensitive receptors to the project site consist primarily of nearby residential uses located adjacent to the park. The locations of the nearest sensitive receptors evaluated in this analysis are shown on **Figure 4.13-1**.

Table 4.13-1
SELECTED SENSITIVE RECEPTORS IN PROJECT AREA

Description	Location	Distance From Site Boundary (feet)[a]	Nearest Ambient Sampling Point[b]
Single-Family Residence	2021 W Wilson Street	70	1
Museum	1901 W Wilson Street	365	2
Single-Family Residence	980 Harvest Moon Lane	35	3
Single-Family Residence	2200 W Wilson Street	122	4
Single-Family Residence	776 Sims Street	90	5
Single-Family Residence	1029 Paseo Del Sol	112	6
Single-Family Residence	1575 W Wilson Street	100	7

[a] These are not the distances used in the construction noise calculations.
[b] See **Figure 4.13-2** for locations of ambient noise sampling points.

On January 27, 2026, UltraSystems obtained 15-minute ambient noise level samples at seven locations in the general area of the project. Two TSI Quest SoundPro Sound Level Meter DL-2s, with serial numbers BIP080009 and BLH080004, were used. Sampling locations are shown in **Figure 4.13-2** (see **Appendix G**). Measurements were made between 11:02 a.m. and 2:40 p.m. As shown in **Table 4.13-2,** average short-term ambient noise levels (L_{eq}) ranged from 49.5 to 87.5 dBA

L_{eq}. This range is wider (at both the low and high ends) than typically measured in residential neighborhoods during daytime.

Table 4.13-2
AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S002[b]	1425–1440	2021 West Wilson Street	52.9	70.7	43.7	Dogs barking, wind chimes, crows.
2	S001[a]	1102–1117	1901 West Wilson Street	60.6	87.3	48.4	Birds, dogs, people, train, rooster.
3	S001[b]	1350–1405	980 Harvest Moon Lane	49.5	67.1	39.0	Traffic noise, birds, wind, dog barking.
4	S006[a]	1345–1400	2200 West Wilson Street	87.5	100.8	52.5	Traffic, birds, dogs, wind.
5	S005[a]	1308–1323	776 Sims Street	77.2	99.2	51.0	Traffic noise, wind, birds.
6	S002[a]	1142–1157	1029 Paseo Del Sol	64.0	90.6	47.9	Birds, wind, distant humming.
7	S003[a]	1210–1225	1575 West Wilson Street	81.5	101.8	52.0	Street cars, driving, birds, wind, traffic noise along Wilson Street.

Source: UltraSystems, 2026.
[a]Meter #BIP080009.
[b]Meter #BLH080004.

4.13.4 Regulatory Setting

State of California

The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels with effects on various land uses. (The Office of Noise Control no longer exists.) The most current guidelines prepared by the state noise officer are contained in the "General Plan Guidelines" issued by the Governor's Office of Planning and Research in 2003 and reissued in 2017 (Governor's Office of Planning and Research, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

Normally Acceptable: Is generally acceptable, with no mitigation necessary.

Conditionally Acceptable: May require some mitigation, as established through a noise study.

Normally Unacceptable: Requires substantial mitigation.

Clearly Unacceptable: Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in **Table 4.13-3**. There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in a given situation.

Figure 4.13-1
SENSITIVE RECEPTORS NEAR THE PROJECT SITE



Figure 4.13-2
AMBIENT NOISE MEASUREMENT LOCATIONS

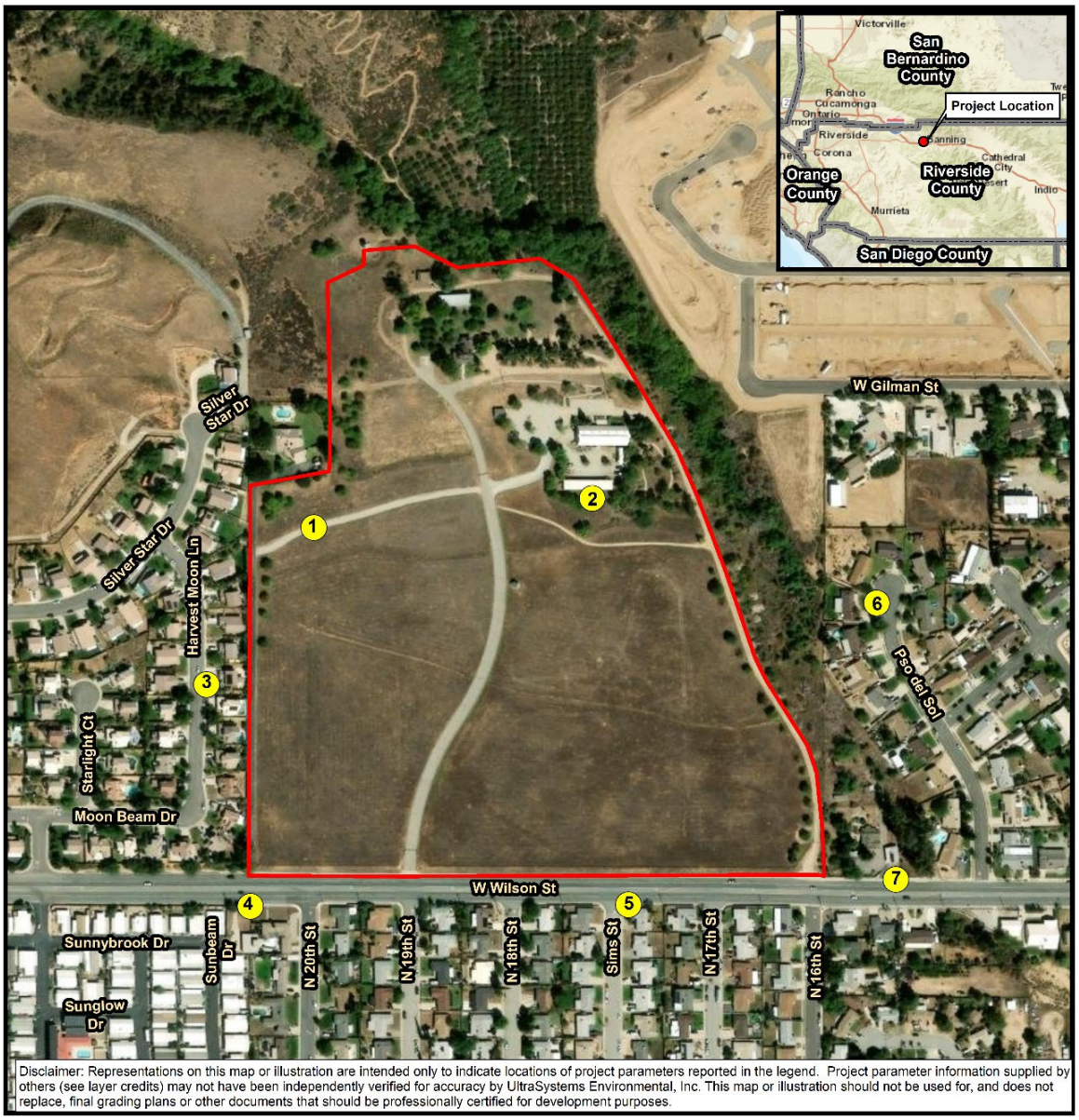


Table 4.13-3
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	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 system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, 2017.

City of Banning General Plan Noise Element

The City of Banning General Plan establishes policies and standards to protect residents and other sensitive land uses from excessive noise. The element identifies major noise sources in the city—primarily transportation corridors such as Interstate 10, major roadways, and rail lines—and includes land use compatibility guidelines that help determine where residential and other noise-sensitive uses are appropriate. It also provides goals and policies that guide land use planning, project design, and environmental review to minimize noise exposure and ensure that new development remains consistent with the City's community noise standards. The City of Banning General Plan Noise Element has the following applicable goals and associated policies for addressing noise issues in the community (City of Banning, 2006):

Goal A noise environment that complements the community's residential character and its land uses.

Policy 1 The City shall protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, from potentially significant sources of community noise.

> **Program 1.A** The City shall require building setbacks, the installation of wall and window insulation, soundwalls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur.
>
> **Program 1.B** The City shall maintain and enforce its Noise Control Ordinances that establish community-wide noise standards and identify measures designed to resolve noise complaints.
>
> **Program 1.C** The City shall use the development review process to assure the use of buffers between sensitive receptors and incompatible land uses.
>
> **Program 1.D** The City shall require that commercial compactors, loading zones, and large trash bins be located at a sufficient distance from residential properties to reduce noise impacts to its acceptable standard.
>
> **Program 1.E** The City shall purchase, maintain and operate its own noise monitoring equipment.

Policy 2 The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments, shall be monitored and mitigated.

> **Program 2.A** The City shall develop guidelines and minimal criteria requirements for noise analyses for proposed development projects. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.

City of Banning Municipal Code

The City of Banning's regulations with respect to noise are included in Municipal Code Chapter 8.44 – NOISE (City of Banning Municode, 1965).

§ 8.44.050 – Base ambient noise level.

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

Decibels	Time	Zone Use
45 dB(A)	10:00 p.m. — 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. — 10:00 p.m.	Residential
75 dB(A)	Anytime	Industrial and commercial

Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level" referred to in this chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

§ 8.44.070 – Maximum residential noise levels.

No noise level shall exceed the following for the duration periods specified:

Noise Level Exceeded	Maximum Duration Period
5 dB(A) above BANL	15 minutes any hour
10 dB(A) above BANL	5 minutes any hour
15 dB(A) above BANL	1 minute any hour
20 dB(A) above BANL	Not permitted

§ 8.44.090 – Noises prohibited – Unnecessary noise standard.

E. Construction, landscape maintenance or repair.

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this chapter, at other times than between the hours of 7:00 A.M. and 6:00 P.M. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this chapter for the duration of the activity during the above-described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed fifty-five dB(A) for intervals of more than fifteen

minutes per hour as measured in the interior of the nearest occupied residence or school.

2. Construction related noise as defined in subsection (E)(1) immediately above, may take place outside the time period set forth in subsection (E)(1) and above the relative sound levels in case of urgent necessity in the interest of public health and safety, and then only with the prior permission of the building inspector. Such permit may be granted for a period not to exceed three days or until the emergency ends, whichever is less. The permit may be renewed for periods of three days while the emergency continues.

3. Unless exempted by this chapter, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 P.M. and 7:00 A.M., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit as to him or her shall seem appropriate to maintain public health and safety.

4.13.5 Significance Thresholds

Two criteria were used for judging noise impacts. First, noise levels generated by the proposed project must comply with all applicable relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project will be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of impact used in this analysis is a significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people. The proposed project would have a significant noise impact if it would:

- Expose persons to or generate noise levels in excess of standards prescribed by the City of Banning Municipal Code.

- Include construction activities within the hours prohibited by the Municipal Code, without a permit.

- Generate construction noise exceeding 80 dBA L_{eq} (FTA, 2018, p. 170).

- Increase operational exposures at sensitive receivers (mainly because of an increase in traffic flow) by 5 dBA L_{eq} or more.

4.13.6 Impact Analysis

a) Would the project result in generation of 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?

Less than Significant Impact

Noise impacts associated with the proposed project include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite (stationary) noise sources from the proposed project would include operation of mechanical equipment such as air conditioners, landscaping and building maintenance; and onsite events such as weddings. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project site.

Construction

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and on-road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. For this analysis, it was estimated that the proposed project would be built in two phases: Phase 1, for which development plans are substantially known, and the remaining buildout of the master plan. Phase 1 construction is anticipated to run nine months (January 2027 – September 2027), and master plan buildout will take 18 months (January 2029 - July 2030).[26]

The types and numbers of pieces of equipment to be deployed during each construction phase were determined as part of the air quality and greenhouse gas emissions analyses for this project.[27] For each equipment type, **Table 4.13-4** and **Table 4.13-5** show a maximum noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated percentage of operating time that the equipment would be producing noise at the stated level.

[26] See **Table 4.3-4**.
[27] See **Section 4.3** and **Section 4.8**.

Table 4.13-4
CONSTRUCTION EQUIPMENT CHARACTERISTICS, PHASE 1

Construction Phase	Equipment Type	No. of Pieces	Maximum Sound Level (dBA @ 50 feet)	Usage Factor	Composite Noise (dBA @ 50 Feet)
Site Preparation	Rubber Tired Dozers	3	85	0.40	**87.51**
	Tractors / Loaders / Backhoes	4	80	0.37	
Grading	Graders	1	85	0.41	**87.42**
	Excavators	1	81	0.38	
	Tractors / Loaders / Backhoes	3	80	0.37	
	Rubber Tired Dozers	1	85	0.4	
Paving	Tractors / Loaders / Backhoes	1	80	0.37	**87.98**
	Cement and Mortar Mixers	2	85	0.56	
	Pavers	1	89	0.42	
	Paving Equipment	2	85	0.36	
	Rollers	2	80	0.38	
Parking Coatings	Air Compressors	1	81	0.48	**77.81**

Table 4.13-5
CONSTRUCTION EQUIPMENT CHARACTERISTICS, MASTER PLAN BUILDOUT

Construction Phase	Equipment Type	No. of Pieces	Maximum Sound Level (dBA @ 50 feet)	Usage Factor	Composite Noise (dBA @ 50 Feet)
Demolition	Rubber Tired Dozers	2	85	0.4	**85.84**
	Concrete / Industrial Saws	1	90	0.73	
	Excavators	3	81	0.38	
Site Preparation	Rubber Tired Dozers	3	85	0.4	**87.51**
	Tractors / Loaders / Backhoes	4	80	0.37	
Grading	Graders	1	85	0.41	**88.14**
	Excavators	2	81	0.38	
	Tractors / Loaders / Backhoes	2	80	0.37	
	Rubber Tired Dozers	1	85	0.40	
	Scrapers	2	88	0.14	
Building Construction	Cranes	1	85	0.29	**85.94**
	Forklifts	3	79	0.2	
	Generator Sets	1	82	0.74	
	Welders	1	74	0.45	
	Tractors / Loaders / Backhoes	3	80	0.37	
Paving	Pavers	2	89	0.42	**84.52**
	Paving Equipment	2	85	0.36	
	Rollers	2	80	0.38	
Architectural Coating	Air Compressors	1	81	0.48	**77.81**

Using calculation methods published by the Federal Transit Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at the nearest sensitive receivers for each construction subphase. The receivers evaluated included single-family residences surrounding the project site. The distances used for the calculation were measured from the receivers to the approximate center of activity of each construction phase, since that would be the average location of construction equipment most of the time.

Table 4.13-6 and **Table 4.13-7** summarize the estimated construction-related short-term noise exposures at the nearest sensitive receiver for each construction phase. Sound attenuation by intervening buildings, other structures or terrain were not considered in the calculations. During Phase 1 construction, paving would generate the highest noise exposures. During the remainer of the master plan buildout, grading would result in the highest exposures. Residential noise exposures due to construction activities would be about 50.5 to 69.2 dBA L_{eq}. The loudest exposure (69.2 dBA L_{eq}) would be during the paving phase in Phase 1. These noise levels would be temporary and intermittent, occurring only during active construction periods and limited to daytime work hours. Because construction activities would be short-term in nature and noise levels would remain within

the range typically associated with construction equipment operating at moderate distances from receptors, the resulting noise exposures would be less than significant.

Table 4.13-6
ESTIMATED PHASE 1 NOISE EXPOSURES AT NEARBY SENSITIVE RECEIVERS

Construction Phase	Noise Exposure (dBA L_{eq})						
	SR1[a]	SR 2	SR 3	SR 4	SR 5	SR 6	SR 7
Site Preparation	65.7	68.8	63.1	61.5	64.2	62.2	60.2
Grading	65.6	68.7	63.0	61.4	64.1	62.2	60.1
Paving	66.2	69.2	63.6	62.0	64.7	62.7	60.7
Parking Coatings	56.0	59.1	53.4	51.8	54.5	52.6	50.5
[a]SR = Sensitive receiver.							

Table 4.13-7
ESTIMATED MASTER PLAN BUILDOUT NOISE EXPOSURES AT NEARBY SENSITIVE RECEIVERS

Construction Phase	Noise Exposure (dBA L_{eq})						
	SR1[a]	SR 2	SR 3	SR 4	SR 5	SR 6	SR 7
Demolition	64.1	67.1	61.4	59.8	62.5	60.6	58.5
Site Preparation	65.7	68.8	63.1	61.5	64.2	62.2	60.2
Grading	65.6	68.7	63.0	61.4	64.1	62.2	60.1
Building Construction	64.2	67.2	61.5	59.9	62.6	60.7	58.6
Paving	62.7	65.8	60.1	58.5	61.2	59.3	57.2
Architectural Coating	56.0	59.1	53.4	51.8	54.5	52.6	50.5
[a]SR = Sensitive receiver.							

Operational Noise

Onsite

Routine onsite noise sources from the proposed project would include operation of mechanical equipment such as air conditioners, lawnmowers, leaf blowers, and building maintenance equipment; and motor vehicles accessing, driving on, and exiting the parking lot. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential areas.

In addition, the park will be a venue for special events, such as weddings. Weddings and comparable special events would only occur after the events center and the ceremonial space were developed as part of Master Plan buildout. The timing of such construction is uncertain but is assumed to be in 2029 and 2030 for the purpose of the analysis in this Section. Amplified music will not be permitted outdoors; instead, weddings, parties and other events involving amplified music will be indoors at the proposed events center. On the other hand, weddings and other events may take place outdoors, but with acoustic musical instruments only. Playing a steel-string acoustic guitar results in a

maximum exposure of about 92 dB at three meters (9.84 feet) (DPA Microphones. Inc. Undated). The nearest sensitive receptor to the future outdoor events area is about 441 feet away. A person at this distance would be exposed to 50.7 dBA from the guitar. The ambient noise level measured by UltraSystems at the location nearest the outdoor activity venue was 64.0 dBA. The increase in noise due to the guitar would be 0.204 dBA. The smallest change perceptible by the average human ear is 3 dBA. The guitar noise would be essentially inaudible. Therefore, noise from onsite sources would be less than significant.

Mobile Sources

Operation of the proposed improvements at Gilman Ranch Historic Park would generate vehicle trips associated with visitors, employees, and occasional events at the events center and other park amenities. Mobile source noise would primarily result from vehicles traveling to and from the project site along Wilson Street and circulating within the proposed parking areas. Noise generated by these vehicles would consist mainly of engine noise, tire-pavement interaction, and braking or acceleration as vehicles enter and exit the park. Vehicle speeds within the park would be low and traffic would occur intermittently throughout the day, depending on park visitation and scheduled activities.

Although the project would increase vehicle activity in the vicinity of the site, the resulting traffic volumes would represent a small increment relative to existing roadway traffic. Existing traffic volumes on Wilson Street west of 19th Street in March 2026 averaged 5,753 vehicles per day (RK Engineering, 2026c, Appendix A, page 4). A 750-person special event plus typical park uses that would be ongoing during such an event are estimated to generate a total of 668 vehicle trips (RK Engineering, 2026c, p. 5). Because noticeable traffic noise increases (approximately 3 dBA) typically require a doubling of traffic volumes, the additional vehicle trips associated with park operations and periodic events would not substantially increase ambient noise levels along nearby roadways or at surrounding residential receptors. Therefore, operational mobile source noise associated with the proposed project would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the RMS velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in dB is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration

from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

Pile drivers or other major vibration sources will not be used for construction of the Gilman Historic Ranch project. The question is whether the equipment that will be deployed will have significant vibration impacts. The FTA (2018) has published standard vibration levels for construction equipment operations, at a distance of 25 feet. The construction related vibration levels for the nearest sensitive receivers for major construction phases are shown in **Table 4.13-8**. These calculations were based on the distances from the construction activity to the closest sensitive receivers.

Table 4.13-8
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 610 feet (in/sec)[a]	Vibration Decibels at 610 feet (VdB)[a]	PPV at 60 feet (in/sec)[b]	Vibration Decibels at 60 feet (VdB)[b]
Loaded Trucks	0.076	86			0.029	75
Jackhammer	0.035	79	0.0010	37		
Small bulldozer	0.003	58	0.00009	16		
Large bulldozer	0.089	87	0.0027	45		

Source: Calculated by UltraSystems.
Note: PPV = peak particle velocity, VdB = vibration decibels, in/sec = inches per second.
[a]Applies to onsite construction activities.
[b]Applies to onroad truck activities.

As shown in **Table 4.13-9**, the PPV of construction equipment at the nearest sensitive receiver (60 feet) is at most 0.029 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. The maximum VdB are 75 VdB, which are below the FTA threshold for human annoyance of 80 VdB. Unmitigated vibration impacts would therefore be less than significant.

Operational Vibration

The project involves the operation of a historic ranch and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing

and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks) on the nearby local roadways, and the project would not result in a substantive increase of these heavy-duty vehicles on the public roadways. Therefore, vibration impacts associated with operation of the project would be less than significant.

c) 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact

The nearest public-use airport to the project site is the Banning Municipal Airport (BMA) approximately 2.7 miles to the east-southeast of the project site (Google Earth Pro, 2026). The project site is not located within the airport's influence area or safety area (Riverside County ALUC, 2003). Therefore, no impact related to the exposure of people residing or working in the proposed project area to excessive airport-related noise levels is anticipated.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Would the project induce substantial unplanned growth in an area either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact

Existing and forecasted demographic data for the City of Banning for 2025 and 2050 are shown below in **Table 4.14-1**. The population in the city is forecast to increase approximately 20 percent and the number of households 11 percent, and employment is forecast to increase 116 percent during that period.

The project does not propose development of homes or businesses, and so would not directly induce population or employment growth in or near the city of Banning. The proposed improvements to Gilman Historic Ranch Park are not expected to attract new residents into the region.

Table 4.14-1
CITY OF BANNING DEMOGRAPHIC FORECAST

	2025	2050	Difference (2050 – 2025)	Percent Difference (2050 – 2025)
Population	31,949	38,307	6,358	19.9%
Households	11,863	13,200	1,337	11.3%
Employment	5,560	12,000	6,440	116.0%

Sources: SCAG, 2024; CDF, 2025; USCB, 2026

Project construction would generate small numbers of short-term construction jobs. The timing of Master Plan buildout depends on future funding and the overall duration is unknown; this analysis assumes that Master Plan buildout would be conducted over 20 to 30 years. The unemployment rate in Riverside County in December 2025 was 5.2% (EDD, 2026). It is expected that project construction employment would be absorbed from the regional labor force and would not attract new workers to

move into the region. Project impacts on growth of population, housing, and employment would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

No housing exists onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people, and the project would not necessitate the construction of replacement housing. No impact would occur.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			**x**	
b) Police protection?			**x**	
c) Schools?				**x**
d) Parks?				**x**
e) Other public facilities?				**x**

a) Fire protection?

Less than Significant Impact

The City of Banning has contracted fire protection with the Riverside County Fire Department (RCFD) since September 1998. The County Fire Department is a "full service" department providing not only fire protection, but other services including paramedic response, hazardous materials response, search and rescue, swift water rescue, full fire prevention support and disaster preparedness. The nearest existing fire station to the project site is Station 89 at 172 North Murray Street, Banning CA 92220 (City of Banning, 2023), approximately 1.3 miles to the southeast. (Google Maps, 2023a)

Fire operations are funded mostly through property taxes and sales taxes (City of Banning, 2022). The city charges Fire Facilities Fees for residential and nonresidential development, but this does not include a category for parks; therefore no fee is required. (Willdan, 2019)

Project development does not increase the population and is not expected to generate a significant increase in calls for fire protection and emergency medical service and would not require the City to build a new or expanded fire station. Impacts related to construction of new or expanded fire station would be less than significant.

b) Police protection?

Less than Significant Impact

The Banning Police Department (BPD) provides police protection to the City. The BPD station is 125 East Ramsey Street, Banning, CA 92220, about 1.4 miles southeast of the project site (Google Maps, 2023b). BPD provides services and assignments that include Field Patrol, Detective Bureau, Gang Task Force, Field Training Officer and Reserve Police Officer Program (BPD, 2023).

BPD operations are funded mostly through property taxes and sales taxes (City of Banning, 2022). The city charges Police Facilities Fees for residential and nonresidential development, but this does

not include a category for parks; therefore, no fee is required. (Willdan, 2019). Project development does not increase the population and is not expected to generate a significant increase in calls for police service and therefore would not require the City to build a new or expanded police station. Project impacts on police services would be less than significant, and no mitigation is required.

c) Schools?

No Impact

The project site is in the Banning Unified School District (BUSD), which serves all of the City of Banning as well as unincorporated Riverside County north, east, and south of the city of Banning, as well as a small part of the city of Beaumont. The BUSD operates five elementary schools, one middle school and three high schools (BUSD, 2023). Demand for school facilities is generated by the number of households in the schools' attendance boundaries. The project does not propose development of new housing. Therefore, no impact on schools would occur.

d) Parks?

No Impact

The City of Banning Parks and Recreation (BPR) provides recreation programs and maintains city parks. BPR operates and maintains six parks totaling approximately 67.46 acres (City of Banning, 2006; Willdan, 2019). The project proposes new park amenities and improvements to several existing amenities; **Section 3** discusses these improvements further. Development of the proposed amenities would have some beneficial impact on facilities at Gilman Park.

e) Other Public Facilities?

No Impact

The Banning District Library is located at 21 West Nicolet Street in the City of Banning, approximately 1.2 miles southeast of the project site (Google Maps, 2023d). Demands for library services and facilities are generated by the population in the libraries' service areas. The proposed project does not include housing and thus project development would not increase use of the Banning District Library. No impact would occur.

4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project 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?			**X**	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		**X**		

a) Would the project 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?

Less than Significant Impact

The project consists of new amenities, and improvements to existing amenities, at Gilman Ranch Park. Thus, project development would have some beneficial impact on Park facilities. While Master Plan implementation is expected to result in an increase in use of the park, adverse effects of such use are not expected to outweigh favorable impacts of project development on park facilities. Impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact with Mitigation Incorporated

The project consists of construction of new amenities, and improvements to existing amenities, at GRHP. Impacts of construction and operation of the proposed improvements to Gilman Ranch Park are analyzed throughout Section 4 of this Initial Study. All impacts identified would either be less than significant or less than significant with mitigation incorporated. No additional impacts would occur.

4.17 Transportation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?		**X**		

The following analysis is based upon the following technical studies:

- Gilman Ranch Historic Park Improvements Vehicle Miles Traveled (VMT) Screening Assessment, City of Banning. Prepared by RK Engineering; dated September 29, 2026 (RK Engineering, 2026a) (refer to **Appendix H1**).
- Gilman Ranch Historic Park Improvements Project Parking Analysis, City of Banning. Prepared by RK Engineering; dated September 29, 2026 (RK Engineering, 2026b) (refer to **Appendix H2**).
- Gilman Ranch Historic Park Improvements Focused Traffic Study, City of Banning [includes queueing analysis]. Prepared by RK Engineering; dated September 29, 2026 (RK Engineering, 2026c) (refer to **Appendix H3**).

a) Would the project conflict with a program plan, ordinance or policy addressing circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact

The Gilman Ranch Historic Park Improvement Project includes the construction of an events center, interpretive areas, event courtyards, outdoor classroom, ADA-compliant pathways, expanded parking, and recreational amenities. In addition to the main entrance driveway, the project includes use of a second driveway from Wilson Street, next to the southeast corner of the park and now closed, as a secondary entrance. Circulation improvements are confined within the park boundary and are designed to enhance internal connectivity and accessibility.

The City of Banning General Plan designates the site as Open Space – Parks, which supports public recreational uses. The proposed improvements are consistent with this land use designation. The project would improve pedestrian circulation within the site through ADA pathways, add wayfinding signage, and enhance safety around gathering areas. These features align with policies in the City's

Circulation Element and the Western Riverside Council of Governments Active Transportation Plan, which encourages integrated, multimodal transportation systems.

Although the event facilities may increase attendance and trip generation during peak events, the site is adequately served by existing roads, and all vehicle trips would be accommodated via the current Wilson Street access. No design feature would impede public transit, bicycle use, or pedestrian access. The project would not conflict with applicable circulation system plans, ordinances, or policies. Therefore, impacts would be less than significant.

Focused Traffic Study

The focused traffic study completed by RK Engineering in September 2026 (see **Appendix H3**) assessed operation of two intersections (19th Street/Project Main Driveway at Wilson Street; and 20th Street at Wilson Street) in three scenarios: typical project operation; special event with 750 participants; and special event with 1,000 participants. While the events center (seating capacity), the ceremonial courtyard, and the events courtyard have total capacity of 855, the three spaces would be used together by a single event and would not be used by multiple simultaneous events. It is expected that attendance at a special event would not exceed 650; thus, the 750-person-event analysis is conservative. Operation of intersections and roadway segments, gauged through level of service (a qualitative rating of operation of such facilities based on delay per vehicle) is no longer used for determining CEQA transportation impacts. Thus, the traffic study report is only very briefly summarized here; see **Appendix H3** for the full report.

Level of service (LOS) is a rating of intersection operation ranging from level of service (LOS) A, indicating free-flowing traffic with no delays, to LOS F indicating severe congestion with long delays. Intersection operation was analyzed using the Highway Capacity Manual 7th Edition method. Riverside County considers acceptable LOS to be D or better; mitigation would be required where a project caused an intersection previously operating at acceptable LOS to operate at LOS E or F.

Traffic conditions were analyzed in four conditions: Existing conditions (2026); and project opening year (2028) under three conditions: 1, typical operations; 2, special event with 750 guests; and 3, special event with 1,000 guests.[28]

The traffic study determined that both intersections would operate at acceptable levels of service during typical project operation. The traffic study concluded that the intersection of 19th Street/Project Main Driveway at Wilson Street (Intersection #2 in the traffic study) would operate at unacceptable LOS during 750-guest special events (arrivals).

The deficient delay at Intersection #2 is primarily driven by the relatively low-volume turning movements exiting N. 19th Street. However, it should be noted that special events occur on a temporary and infrequent basis; therefore, the associated delay would be limited to event days. It should also be noted that the special events scenarios have been evaluated conservatively because it assumes event departures occur during the PM peak period; in practice, departures are expected to occur later in the evening when background traffic volumes are lower. The analysis is also conservative due to the assumed 0.5 peak hour factor at the turning movements, which concentrates

[28] The 1,000-guest special event analyses are now obsolete, as the total seating capacity of the events center, events courtyard, and ceremonial space has been reduced to 855 from 1,045 in a previous version of the project plans. The analyses of the 1,000-guest events are retained in the transportation and parking reports and are briefly referenced here.

a large share of event traffic within a single peak hour. In addition, the operational effects identified at the study intersection are primarily associated with site access/egress and queuing internal to the site, rather than degrading the mainline through movements along Wilson Street. As such, while temporary event-related delay may occur at the driveway/intersection during peak departures, it is largely contained within the site and does not result in adverse operational impacts to the roadway through movements. Therefore, no additional improvements have been recommended (RK Engineering, 2026c, pp. 8-9).

A queueing analysis conducted as part of the traffic study is addressed below in Section 4.17.c.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact

CEQA Guidelines section 15064.3(b) pertains to the use of VMT as a method of determining the significance of transportation impacts. The VMT Analysis prepared for the project satisfies requirements under CEQA Guidelines section 15064.3(b) and is included as **Appendix H1**. As shown below in **Table 4.17-1**, weekday operation of the project is estimated to generate about 64 vehicle trips.

Table 4.17-1
PROJECT TRIP GENERATION

Land Use	Quantity	Units	AM Peak Hour	PM Peak Hour	Daily
ITE Trip Generation Rates					
Campground/Recreational Vehicle Park (416)	---	Campsites	0.07	0.09	1.04
Public Park (411)	---	Acres	0.05	0.15	0.78
Trip Generation Forecast					
Stagecoach Campground	9	Campsites	1	1	9
Public Park	42	acres	2	6	33
Outdoor classroom	100 students in 2 school buses		4	4	8
	7 staff		7	7	14
	subtotal		11	11	22
Total	Not applicable	Not applicable	**14**	**18**	**64**

[1] Source: RK Engineering, 2026a

Special events at the Events Center and two associated outdoor venues (all proposed as part of the Master Plan subsequent to Phase 1) are estimated to generate 626 daily trips for a 750-person event. Total trip generation for a 750-person event plus typical park uses that would be ongoing during such an event would be 668 (626 event trips plus 42 typical park operational trips). However, special events would only occur approximately (monthly) (RK Engineering, 2026c, pp. 4-5); thus, event trips are not included in the analysis of project VMT. Note also that the Focused Traffic Study for the proposed project also analyzed trip generation and traffic for a 1,000-person special event; however, that is now an obsolete scenario as the total capacity of the three event spaces (events center, events courtyard, and ceremonial space) has been reduced to 855. Event attendance is not expected to exceed 650, so the 750-person event analysis is conservative.

Riverside County has developed six screening criteria for screening projects from project-level VMT assessment (RK Engineering, 2026a). The project meets two of the six criteria:

1. **Small Projects:** the Small Projects criterion consists of nine criteria based mostly on land use type and intensity (e.g., single family housing projects of no more than 110 dwelling units). The proposed project meets two of the nine criteria:

    a. Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) as determined by a methodology acceptable to the Transportation Department; or

    b. Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.

The project is estimated to generate about 64 weekday vehicle trips, so it meets criterion 1(b) above. Project GHG emissions are estimated at 427.01 $MTCO_2e$ annually, including 30.52 MT construction emissions per year (amortized over 30 years) and 396.49 MT annual operational emissions. Therefore, estimated project GHG emissions meet criterion 1(a) above.

2. **Local Essential Service:** The following project types may be presumed to have a less than significant impact on VMT:

    - Project is local-serving as determined by the Transportation Department
    - Local-serving Day care center
    - Police or Fire facility
    - Medical/Dental office building under 50,000 square feet
    - Government offices (in-person services such as post office, library, and utilities)
    - Local or Community Parks

The project satisfies the essential local service screening criterion because the project is a community park.

The project does not satisfy any of the other four screening criteria: projects near high quality transit; local-serving retail; affordable housing; and map-based screening (that is, residential and office projects in an area that is under the threshold of significance for VMT impacts). For further discussion of the VMT screening analysis please see **Appendix H1.**

The project VMT impact would be less than significant, as the project meets two of the County's screening thresholds. No mitigation is needed.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact

The proposed project includes internal upgrades to an existing County-owned public park in the City of Banning. The project does not include modifications to external roadway alignments or intersections along Wilson Street and does not introduce new access points or circulation routes that would affect regional or local traffic patterns. Intersections of the main access drive with proposed internal driveways would be perpendicular and would not cause design hazards.

All vehicular access to the site would continue to occur via the two existing entrances from Wilson Street, which are already in use and approved under prior safety and geometric standards. Internal roadways and drop-off loops will be upgraded to improve functionality and accessibility but are not expected to introduce sharp curves, sight-distance limitations, or vehicle conflicts.

The proposed pedestrian and ADA improvements, including ramps, stairs, and trail upgrades, are expected to reduce potential hazards for both daily users and visitors during large events by creating safer, designated circulation routes. The project does not create or exacerbate hazardous geometric conditions nor introduce incompatible transportation uses. Therefore, potential impacts related to design hazards would be less than significant.

Queueing Analysis

A queueing analysis was performed by RK Engineering for the two intersections analyzed in the traffic study using the Highway Capacity Manual 95th percentile queue evaluation method (RK Engineering, 2026c). The analysis is contained in the focused traffic study report included as **Appendix H3**. Queues exceeding roadway capacity may be considered environmental impacts under CEQA if they block intersections or block emergency access. Queues' effects on delay are not considered impacts under CEQA.

As shown in **Table 4.17-2** below, queues at the intersection of 20th Street with Wilson Street, and for right turns from westbound Wilson Street at its intersection with 19th Street/Main Project Driveway, would be within the available storage lengths. However, for special events with 1,000 guests, queue lengths for eastbound left turns at the intersection of Wilson Street and 19th Street/Main Driveway would exceed storage capacity. Note that 1,000-guest events are no longer envisioned for the project, as the total seating capacity of the three event spaces has been reduced to 855.

Table 4.17-2
95th PERCENTILE QUEUING ANALYSIS SUMMARY

Intersection	Movements	Existing Storage Length, feet[2]	95th Percentile Queue Length Per Lane (feet)					
			Typical Conditions		750-Guest Special Event		1,000-Guest Special Event	
			AM	PM	AM	PM	AM	PM
1. N. 20th Street (N/S) at W. Wilson Street (E/W)	Westbound left turn	80	25[3]	25[3]	25[3]	25[3]	25[3]	25[3]
2. N. 19th Street / Main Driveway (N/S) at W. Wilson Street (E/W)	Eastbound left turn	50	25[3]	25[3]	37	25[3]	**61**	25[3]
	Westbound through/right turn	200	25[3]	25[3]	25[3]	25[3]	25[3]	25[3]

[1] 1HCM Analysis Software: Vistro, Version 2026.
[2] The left-turn movement at Intersection #2 does not have an existing dedicated turn lane. As such, the existing storage length for this movement is measured as the length of the median up to the back-to-back transition taper for the westbound left-turn pocket at Intersection #1. existing storage length for the through/right turn (TH/RT) movement at Intersection #2 is measured as the distance to the next intersection.
3 Minimum queue length of 25 feet reported for the purposes of this analysis, actual queue may be less.
Note that the 1,000-guest event scenario is now obsolete (see footnote above in Section 4.17.a).
Source: RK Engineering, 2026c, p, 10.

d) Would the project result in inadequate emergency access?

Less than Significant Impact with Mitigation Incorporated

Operation

The Gilman Ranch Historic Park (GRHP) Improvement Project includes the addition of new recreational features such as an events center, interpretive areas, event courtyards, and expanded public gathering areas. Although daily park operations will expand in scale and attract more visitors, the project design ensures that emergency access routes will remain functional and unobstructed throughout all operational periods.

The primary entrance to the park will continue to be the existing driveway from Wilson Street. The project proposes development of a secondary vehicular entrance from Wilson Street at the southeast corner of the park; both the existing and proposed driveways will meet Fire Department standards. Internally, the site layout includes adequately sized circulation roads, clear travel lanes, a drop-off loop, and designated fire lanes that provide unrestricted emergency vehicle access to all major site features.

Additionally:

- Parking areas have been designed to avoid obstructing emergency circulation.
- ADA-compliant pathways ensure first responder access to all quadrants of the site.
- The park facilities have been laid out with sufficient space for large emergency vehicles.
- The site will be reviewed and approved by the Riverside County Fire Department, which enforces compliance with the California Fire Code and California Health & Safety Code.
- Operational plans for large events may include temporary staff coordination or emergency access lanes to prevent congestion at entry points.

With built-in design features supporting emergency access and oversight by the Fire Department and City of Banning, the project would not impair emergency ingress or egress during normal daily operations. Therefore, the impact would be less than significant.

Construction

Construction of the proposed project will involve grading, building fabrication, and site infrastructure improvements across the main part of the park. Construction activities may temporarily increase on-site vehicle circulation and staging needs; however, existing access from

Wilson Street will remain operational, and construction activities are not expected to block public roadways or critical ingress/egress points.

To ensure uninterrupted emergency access during all construction phases, mitigation measure **HAZ-1: Construction Traffic Control Plan (TCP),** as described in Section 4.9, is required.

Mitigation Measure

Mitigation measure **HAZ-1**: **Construction Traffic Control Plan (TCP),** as described in Section 4.9, would be implemented to reduce potential impacts to emergency access.

Level of Significance after Mitigation

Implementation of **MM HAZ-1** shall ensure that temporary construction traffic and detours associated with the project do not result in significant adverse impacts to circulation, emergency access, or pedestrian/bicycle safety and that the project remains consistent with applicable circulation plans and policies. Therefore, the project would have a less than significant impact with mitigation incorporated.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource 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 § 5020.1(k)?				**X**
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?		**X**		

Information from CRM Tech's Historical/Archaeological Resources Report: Gilman Ranch Historic Park Improvement Project, City of Banning, Riverside County, California, dated March 15, 2026 (refer to **Appendix D**) has been included in the analysis below.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource 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 § 5020.1(k)?

No Impact

No traditional cultural sites are documented within a half-mile buffer of the project boundary in the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) search. No resources as defined by Public Resources Code § 21074 have been identified (**Appendix D** to this IS/MND). Additionally, the project site has not been recommended for historic designation for prehistoric and tribal cultural resources (TCRs). No specific tribal resources have been identified by local tribes responding to inquiries for the Cultural Resources Inventory.

Based on the SCIC cultural resources records search on April 9, 2025, it was determined that the project area was entirely or partially covered by at least six previous studies carried out between 1986 and 1998, including two studies on the Pope Adobe ruins at Gilman Ranch, two surveys associated with a Southern California Edison transmission line project, a cultural resources overview for the City of Banning General Plan, and a records review for a proposed telecommunications facility.

The records search results further demonstrate that a historical/archaeological site was previously recorded as lying partially within the current project boundaries. Designated 33-001701 (CA-RIV-1701H) in the California Historical Resources Inventory, the site encompasses the entire 126 acres

of the former Gilman Ranch, of which the project area constitutes the southern portion. While occupying one third of the total acreage, the project area contains the core elements of the ranch and the historic park. Features of the site currently extant within the project boundaries include outbuildings such as a bunk house, olive curing shed, granary, and a reconstructed Victorian-style ranch house as well as olive, fig, and citrus trees, a wagon museum, and interpretative displays and activities.

Gilman Ranch was formally designated a California Point of Historical Interest in June 1967. Upon subsequent nomination by the Riverside County Parks Department, it was listed in the National Register of Historic Places in 1976 but was threatened with removal from the register in 1977 when fire destroyed the original Victorian ranch house. In addition to the historic-period feature, numerous prehistoric artifacts were also noted within the boundaries of Site 33-001701, such as groundstone and lithic artifacts. However, they were parts of the interpretative displays of the park and were not *in situ*.

Outside the project boundaries but within the half-mile scope of the records search, at least 14 additional cultural resources surveys were completed between 1979 and 2017 on various tracts of land and linear features. As a result, 10 additional cultural resources have been recorded within the scope of the records search. Among them, three were prehistoric in origin, including a site and an isolate (i.e., a locality with fewer than three artifacts) located adjacent to the project area and another site in the immediate vicinity, just east of the creek that borders the property.

Located adjacent to the northeastern portion of the project area, Site 33-015905 (CA-RIV-8263) was a habitation area recorded in 2007 as containing lithic and groundstone tools, lithic debitage, scattered ceramics, and burnt fragments of small to large mammal bone (McDougall and Formica 2007). According to ethnographic sources, Native American place names exist for the site in both Cahuilla and Serrano traditions, including *Chickisva* from Wanakik Cahuilla, and *Hekieved Apie* and *Gilbercostaño*, both from Serrano. Adjacent to the east-central portion of the project area, Isolate 33-015244 consisted of a single bifacial mano. Across the creek to the east, Site 33-000099 was a habitation area with worked stone as well as broken metates and manos.

The other seven known cultural resources within the records search scope were all sites from the historic period. Among them were the East Gilman Home Channel, lined with local cobblestones and mortar; the St. Boniface Indian School/Boys Town of the Desert, established in 1890 and now a California Point of Historical Interest; and five buildings or groups of buildings constructed between 1915 and 1963, including three single-family residences, a commercial building, and a motel. None of these seven sites were found in the immediate vicinity of the project area.

During the archaeological field survey conducted on January 30, 2026, 73 prehistoric artifacts were noted, including 37 on display throughout the park, in the wagon museum, within the enclosure for the Jose Pope adobe, in a clearing to the east of the adobe, and in the native plant garden. The other 36 artifacts were either in storage or utilized as erosional control rip-rap. Nineteen manos were stored in a barn at the northern end of the property, while nine metates, five portable mortar fragments, two pestles, and a mano were observed in a rip-rap-lined drainage along a parking area. The prehistoric artifacts are not *in situ* and no provenience information (that is, where the artifacts were originally found) is available. Furthermore, it is unclear which items might have been moved to the park from other localities outside the project boundaries. The project area appears to be highly sensitive for buried archaeological deposits of both prehistoric and historic origin, due to the long history of Gilman Ranch and the even longer history of Native American activities in the vicinity, as

demonstrated by both ethnographic and archaeological records. Project impacts on archaeological resources would be significant.

The results of the pedestrian assessment indicate that the project site is highly sensitive for buried archaeological deposits of both prehistoric and historic origin, due to the long history of Gilman Ranch and the even longer history of Native American activities in the vicinity, as demonstrated by both ethnographic and archaeological records. Project impacts on archaeological resources would be significant (refer to **Appendix D**). Although archaeological resources are likely to be encountered in the project area, there are no tribal cultural resources onsite that are 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 § 5020.1(k). Therefore, the project would have no impact in this regard.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (Governor's Office of Land Use and Climate Innovation, n.d).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

The RCRPOSD initiated AB 52 outreach to local tribes for the Gilman Historic Ranch Park Master Plan Project following formal submittal of the project to the County's Regional Park and Open Space District. The County prepared and send letters through certified mail on May 7, 2026, to the several tribes on their list for AB 52 contact, informing them of the project. The letters were sent to:

- Agua Caliente Band of Cahuilla,
- Augustine Band of Cahuilla Mission Indians,
- Cabazon Band of Mission Indians,
- Cahuilla Band of Indians,
- Colorado River Indian Tribe,
- Gabrieleno Band of Mission Indians – Kizh Nation,
- Gabrieleno Tongva. San Gabriel Band of Mission Indians,
- Morongo Band of Mission Indians,
- Pala Band of Mission Indians
- Pechanga Band of Indians

- Quechan Tribe of the Fort Yuma Reservation,
- Ramona Band of Cahuilla,
- Rincon Band of Luiseno Indians
- San Manuel Band of Mission Indians,
- Santa Rosa Band of Cahuilla Indians,
- Soboba Band of Luiseno Indians,
- Torres-Martinez Desert Cahuilla Indians, and
- Twenty. Nine Palms Band of Mission Indians.

The letters conveyed that the recipient had 30 days from receipt of the letter to request AB 52 consultation regarding the project.

Analise Perez, Tribal Executive Assistant with the Augustine Band of Cahuilla Indians responded to the County on May 13, 2026, indicating that the Tribe is not aware of any specific cultural resources within the project area that would be affected by the Project and do not wish to consult on this project.

Jocel Sanchez, Cultural Resources Analyst of the Agua Caliente Band of Cahuilla responded to the County on May 18, 2026, indicating that the project area is not located within the boundaries of the reservation, but it is within the Tribe's Traditional Use Area. The Tribe also requested copies of any report and site records prepared for this project, a copy of the records search with associated survey reports and site records from the information center and requested the presence of an approved Cultural Resource Monitor(s) from a Consulting Tribe during any ground disturbing activities. The requested material was provided on May 19, 2026. Mitigation for Tribal Monitoring is included as TCR-1.

Eunice Ambriz-Aguilar, Cultural Resources Technician with the San Manuel Band of Mission Indians responded to the County on May 20, 2026 and indicated that the Tribe will not request consutlation on this Project.

John Pepper, Tribal Historic Preservation Officer of the Pala Band of Mission Indians responded to the County on June 3, 2026 indicating that the project as described is not within the boundaries of the recognized Pala Indian Reservation, but it is within the boundaries of the territory that the tribe considers its Traditional Use Area. The Tribe also indicated that they declined to participate in AB 52 consultation.

Cristian Crump, Cultural Resource Specialist with the Twenty-Nine Palms Band of Mission Indians responded to the County on June 9, 2026 indicating that the project is outside of the known Chemehuevi Traditional Use Area and that other tribes who do have cultural affiliation with the project area should be contacted.

The Morongo Band of Mision Indians stated in a letter dated December 19, 2025, requesting consultation, prior to the County initiating the formal AB 52 process. Following the May 7, 2026 County mailing to the Tribe, there was no response from them and they did not request formal consultation during the statutory response period. Consultation has been concluded for this project.

In the unlikely event of an unexpected discovery, implementation of **mitigation measure TCR-1** concerning tribal monitoring is recommended to ensure that impacts related to the discovery of buried cultural deposits would be less than significant.

Mitigation Measures

MM TCR-1: Prior to the commencement of any ground-disturbing activity (including archaeological testing and surveys) at the Project Site, the County shall retain a Native American monitor from the Agua Caliente Band of Cahuilla Indians. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

Level of Significance After Mitigation

With implementation of **MM TCR-1,** potential project impacts on TCRs would be less than significant.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of whi1ch could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) 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?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact

The proposed project would connect to existing utility infrastructure systems already serving the project site, including water, wastewater, stormwater, electric power, natural gas, and telecommunications. Additional on-site connections would occur within existing utility corridors and would not require off-site infrastructure improvements that extend beyond the project boundaries.

Water

The City of Banning provides water to the project site. The City's water supplies consist of groundwater from the San Gorgonio Pass Subbasin (SGP Subbasin) of the Coachella Valley Groundwater Basin and imported water from northern California via the State Water Project used to recharge the SGP Subbasin (City of Banning, 2021). Groundwater includes potable water as well as

non-potable water used for irrigating a golf course. No treatment is required for either groundwater or imported water (City of Banning, 2021).

Wastewater

The City's wastewater treatment plant (WWTP) has capacity of 3.6 million gallons per day (mgd); average wastewater flows in 2024 were 2.1 mgd (Vela, 2024). The WWTP provides primary and secondary treatment. Treated effluent from the WWTP is discharged to percolation ponds that recharge the Cabazon Groundwater Basin (City of Banning, 2021). No wastewater is recycled or re-used within the city of Banning. A planned WWTP Upgrade Project will include tertiary treatment; construction is scheduled for completion in late 2027 (Vela, 2024). The City estimates that 2,700 acre-feet per year of recycled water will become available once the WWTP Upgrade Project becomes operational (City of Banning, 2021). Potential customers for recycled water include the golf course; several public facilities (a school and three parks), and three development projects (City of Banning, 2021).

Storm Drainage

No storm drains are mapped within the project site on the Riverside County MapMyCounty GIS map. The two nearest storm drains to the project site are just south of Wilson Street: one just west of 12th Street and one a short distance east of 16th Street (Riverside County GIS, 2026). In addition, Smith Creek, a natural drainage channel, passes north-south next to the east site boundary.

Electricity

The City of Banning Electric Department supplies electricity to the site and would supply the project. The City's electricity sales were 187,573 megawatt-hours in 2019 (Findenergy.com, 2026).

Natural Gas

The Southern California Gas Company (SCGC) supplies natural gas to the site and would supply the project. Total natural gas supplies available to SCGC are forecast to remain constant at 3.775 billion cubic feet per day (bcfd) from 2025 through 2040. Total natural gas consumption in SoCalGas's service area is forecast to be 2.29 bcfd in 2025 and 2.055 bcfd in 2040 (CGEU 2024).

b) Would the project have sufficient water supplies available to serve the and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact

The proposed project would receive water service from the City of Banning, which functions as a retail water supplier and is responsible for long-range water planning in accordance with state mandates. The City's 2020 Urban Water Management Plan (UWMP), adopted on June 1, 2021, provides the foundational analysis for evaluating water supply reliability, supply sources, and demand projections through 2045, including under drought conditions.

Retail Water Supplies

The City of Banning's retail water portfolio consists of three primary sources:

- **Groundwater:** The City extracts water from the San Gorgonio Pass Subbasin, part of the Coachella Valley Groundwater Basin. Groundwater accounts for the majority of the City's potable supply and is produced from multiple wells within its service area.

- **Imported Water**: Through the San Gorgonio Pass Water Agency (SGPWA), the City has access to State Water Project (SWP) water, delivered via the East Branch Extension. This imported supply supplements local groundwater during dry years or peak demand periods.

- **Recycled Water:** The City supplies non-potable groundwater for irrigation at one country club. A planned recycled wastewater supply of 2,700 afy, planned to become available beginning in late 2027, is described above in **Section 4.19.a**.

Retail Water Demands

The UWMP projects retail demand growth over time, based on land use trends and population forecasts. For 2020, the total retail demand was approximately 3,750 acre-feet per year (AFY). By 2045, this is expected to increase to around 5,820 AFY, reflecting anticipated residential, commercial and institutional development, including projects such as the one proposed. These projections already include water demands associated with public and institutional land use categories consistent with the project.

The proposed Master Plan project is consistent with the City's land use planning and population growth forecasts considered in the UWMP. The project's water use, including indoor demand and landscape irrigation, falls within the range of demand projections evaluated by the City.

Water Supply Reliability

The City's 2020 UWMP includes a Water Supply Reliability Assessment under normal year, single-dry year, and consecutive five-year dry scenarios. Under all scenarios, the City demonstrates a positive supply-demand balance through 2045, assuming conservation, use of available groundwater, and access to imported supplies.

Additionally, the City has adopted a Water Shortage Contingency Plan (WSCP) as part of the UWMP, detailing staged responses to supply disruptions or drought conditions. This regulatory framework ensures continued water service reliability, even under adverse hydrologic circumstances.

Because the project is consistent with the General Plan and the City of Banning's long-range water planning, and because adequate retail water supplies are available to meet projected demand during normal, dry, and multiple-dry years, the project would not result in a significant impact related to water availability. Therefore, this impact is considered less than significant.

Project Water Demands

Water demands for the proposed project are estimated below in **Table 4.19-1**. As a simplifying assumption, only the large built-environment features were considered, in addition to landscaping irrigation. Restrooms were omitted from the estimate, as they are considered ancillary to the listed land uses. Water demands were estimated at 125 percent of wastewater generation factors from the City of Los Angeles. (City of Los Angeles, 2006). The water demand factor for events center (auditorium) was also used for the event courtyard and ceremonial gathering space, as no generation factor is available for outdoor congregate seating areas. The estimate is based on simultaneous full-

capacity use of the events center, event courtyard, ceremonial space, and hotel, and is thus considered somewhat conservative. Existing water demand from developed park facilities is omitted, as the park is currently only open to the public one day per month and thus such existing demand is considered minimal compared to proposed project demands. Landscape irrigation is assumed to use potable water. The City's 2020 Urban Water Management Plan indicates that recycled water distribution to GRHP has been determined not to be cost-effective (City of Banning, 2021, Figure 4.4). The Master Plan includes 7.85 acres of irrigated landscaping. Irrigation water demand is estimated at 16,393 gpd (McHugh, 2026), as shown below in **Table 4.19-2**.

Table 4.19-1
ESTIMATED PROJECT WATER DEMAND

Land Use	Quantity and Units	Water Demand, gallons per day	
		Per unit	total
Events Center	8,000 SF/515 seats	5 per seat	2,575
Event Courtyard	100 seats	5 per seat	500
Ceremonial gathering space	240 seats	5 per seat	1,200
Stagecoach hotel	9 units	163 per room	1,467
Subtotal, congregate spaces and hotel	*855 seats + 9 units*	*Not applicable*	*5,742*
Irrigated Landscaping (Phase 1)	3.35 acres	1,805 per acre	6,046
Irrigated Landscaping (Master Plan except Phase 1)	4.5 acres	2,299 per acre	10,347
Subtotal, irrigation demand	*7.85 acres*	*Not applicable*	*16,393*
Total	Not applicable	Not applicable	**22,135**

Source: City of Los Angeles, 2006; McHugh, 2026

Table 4.19-2
ESTIMATED PROJECT IRRIGATION WATER DEMAND

Project Phase	Irrigated Landscape		Irrigation Water Demand			
			Per year		Per day	
	Acres	Square feet	Per acre	total	Per acre	Total
Phase 1	3.35	145,880	658,700	2,206,645	1,805	6,046
Master Plan (except Phase 1)	4.5	195,855	839,250	3,776,625	2,299	10,347
Total	**7.85**	**341,735**	Not applicable	**5,983,270**	Not applicable	**16,393**

Source: McHugh, 2026

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact

The proposed project would be served by the City of Banning Wastewater Division, which operates and maintains the municipal sanitary sewer system and owns the Wastewater Treatment Plant (WWTP) located at 2242 East Charles Street. The WWTP has a design capacity of 3.6 million gallons per day (mgd). The average daily flow processed at the facility is approximately 2.1 mgd (City of Banning, 2021, p. 4-2; Vela, 2024), leaving residual capacity of roughly 1.5 mgd.

Project Wastewater Generation

Project operation is estimated to generate about 4,590 gallons of wastewater per day, as shown below in **Table 4.19-3**. As a simplifying assumption, only the large built-environment features were considered. Restrooms were omitted from the estimate, as they are considered ancillary to the listed land uses. The estimate is based on simultaneous full-capacity use of the events center, event courtyard, ceremonial space, and hotel, and is thus considered somewhat conservative. Water demands were estimated using wastewater generation factors from the City of Los Angeles. Existing wastewater generation from developed park facilities is omitted, as the park is currently only open to the public one day per month and thus such existing generation is considered minimal compared to proposed project generation. Adequate wastewater treatment capacity is available in the City for project wastewater generation, and impacts on such capacity would be less than significant.

Table 4.19-3
ESTIMATED PROJECT WASTEWATER DEMAND

Land Use	Quantity and Units	Water Demand, gallons per day	
		Per unit	total
Events Center	8,000 SF/515 seats	4 per seat	2,060
Event Courtyard	100 seats	4 per seat	400
Ceremonial gathering space	240 seats	4 per seat	960
Stagecoach hotel	9 units	130 per room	1,170
Total	Not applicable	Not applicable	**4,590**

Source: City of Los Angeles, 2006

Additionally, the project would construct new on-site sewer lines connecting to existing mains in adjacent streets. These connections would be reviewed during project-level engineering and plan-check processes to ensure compliance with the City of Banning Sewer Master Plan and any applicable pretreatment requirements.

The City of Banning's existing wastewater treatment facility has adequate capacity to serve the project in addition to existing and planned commitments. Because the project aligns with General Plan growth projections, the project would not result in a significant impact related to wastewater treatment capacity, and the impact would be considered less than significant.

d) Would the project 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?

Less than Significant Impact

The proposed project would not generate solid waste in excess of applicable State or local thresholds, nor would it exceed the capacity of local solid waste infrastructure or hinder compliance with California's waste diversion and reduction goals.

Most solid waste landfilled from the city of Banning is disposed of at the Lamb Canyon sanitary Landfill in Beaumont and the El Sobrante Landfill near Corona (CalRecycle, 2026a); the two facilities are described below in **Table 4.19-4**. The two landfills combined have residual daily disposal capacity of slightly over 8,000 tons per day (CalRecycle, 2026d).

Table 4.19-4
LANDFILLS SERVING THE PROJECT SITE

Facility and Nearest City/Community	Remaining Capacity, cubic yards	Daily Permitted Capacity, tons	Actual Daily Disposal, tons[1]	Residual Daily Capacity	Estimated Closing Date
Lamb Canyon Sanitary Landfill, Beaumont	39,680,000	5,000	2,025	2,975	2032
El Sobrante Landfill	121,083,583	16,054	10,858	5,196	2051
Total	160,763,583	21,054	12,883	8,171	Not applicable

[1] Daily disposal calculated based on annual disposal tonnage assuming 300 operating days per year: that is, six days per week less certain holidays.
Sources: CalRecycle, 2026a, 2026b, 2026c, 2026d.

Construction

Project construction would generate solid waste requiring off-site disposal at permitted regional landfills. Construction materials anticipated to be discarded include concrete, lumber, metals, drywall, glass, plastics, packaging, and cardboard, consistent with typical institutional and public facility development.

In compliance with § 5.408 of the 2025 California Green Building Standards Code (CALGreen; Title 24, Part 11), the project would be required to recycle and/or salvage a minimum of 65 percent of nonhazardous construction and demolition (C&D) waste. This standard is applicable to all non-residential construction projects and will be enforced through the City of Banning's building permit process.

Adequate solid waste disposal capacity is available in the region for solid waste generation from project construction, and impacts would be less than significant.

Operation

Solid waste generation by project operation is estimated at approximately 2,077 pounds of solid waste per day, as shown below in **Table 4.19-5**. As a simplifying assumption, only the large built-environment features were considered. The estimate is based on simultaneous full-capacity use of the events center, event courtyard, ceremonial gathering space, and stagecoach hotel; and is thus

considered conservative. Existing solid waste generation from developed park facilities is omitted, as the park is currently only open to the public one day per month and thus such existing generation is considered minimal compared to proposed project generation.

Table 4.19-5
PROJECTED PROJECT SOLID WASTE

Land Use	Quantity	Generation Rate, lbs. per day	
		Per person/unit	total
Events Center	515 seats	2.4	1,236
Event Courtyard	100 seats	2.4	240
Ceremonial gathering space	240 seats	2.4	576
Stagecoach hotel	9 units	2.8 per unit	25.2
Total			**2,077**
Total Annual Waste Estimate			

Source: CalRecycle, 2025b

Adequate solid waste disposal capacity is available in the region for estimated project operational solid waste generation. Impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact

The proposed project would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste management, diversion, and reduction. These regulations ensure environmentally responsible handling of both construction and operational waste streams.

At the state level, the project must comply with:

- Assembly Bill 939 (AB 939; California Integrated Waste Management Act; California Public Resources Code §41780), which mandates that at least 50 percent of all solid waste generated be diverted from landfill disposal through recycling, reuse, or composting.
- Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. The recycling requirement applies to public parks that generate four or more cubic yards of solid waste per week (CalRecycle, 2026e) and thus applies to the proposed project.[29]
- SB 1383 (Short-Lived Climate Pollutants Regulation; California Public Resources Code §42652.5), which requires mandatory organics diversion and recovery of edible food from commercial and institutional sources.

[29] The proposed project is estimated to generate about 2,542 pounds of solid waste per day, that is, 17,794 pounds per week. One cubic yard of uncompacted mixed municipal solid waste is estimated to weigh about 275 pounds (midpoint of 250-300 pound range) (USEPA, 2016). Thus, project solid waste generation per week is estimated at about 65 cubic yards.

- The California Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11), specifically Section 5.408, which requires construction and demolition projects to recycle or salvage at least 65 percent of nonhazardous waste.

At the local level, the City of Banning enforces these regulations through its building permit and development review process. Projects must submit a Construction Waste Management Plan (CWMP), implement on-site sorting of recyclables and organics, and contract with a permitted waste hauler—Waste Management of the Inland Empire—that ensures compliance with Riverside County's landfill and diversion regulations.

At the federal level, the project must also comply with Subtitle D of the Resource Conservation and Recovery Act (RCRA), which governs nonhazardous solid waste management, ensuring that waste is stored, transported, and disposed of in environmentally sound ways.

Because the project is subject to and will be conditioned to comply with all applicable solid waste reduction laws—including AB 939, SB 1383, CALGreen, and local enforcement mechanisms—it would not conflict with applicable solid waste regulations, and impacts would be considered less than significant.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) 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?			**X**	
c) 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?			**X**	
d) 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?				**X**

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated

As shown in **Figure 4.20-1**, the project site is located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA), that is, where cities or counties are responsible for the costs of wildfire prevention and suppression. The project site is not located in a State Responsibility Area (SRA), i.e., where the State is responsible for the costs of wildfire prevention and suppression. The nearest SRA to the project site is in unincorporated Riverside County approximately 0.7 miles to the west (see **Figure 4.20-2**).

The proposed project is located and accessed along Wilson Street, which is classified as a Major Highway (City of Banning, 2006, p. III-51), but the project is wholly contained within the Gilman Historic Ranch and would not directly impair any evacuation routes. Project construction is expected to involve temporary lane closures in Wilson Street for construction of utility laterals connecting with existing mains in the roadway. Such closures could adversely affect emergency responses or emergency evacuation via Wilson Street. Implementation of mitigation measure **HAZ-1** is required. Mitigation measure HAZ-1's provisions include confirmation of detour routes and emergency access provisions with the Riverside County Fire Department, local law enforcement, and

Figure 4.20-1
VERY HIGH FIRE HAZARD SEVERITY ZONES IN LOCAL RESPONSIBILITY AREA

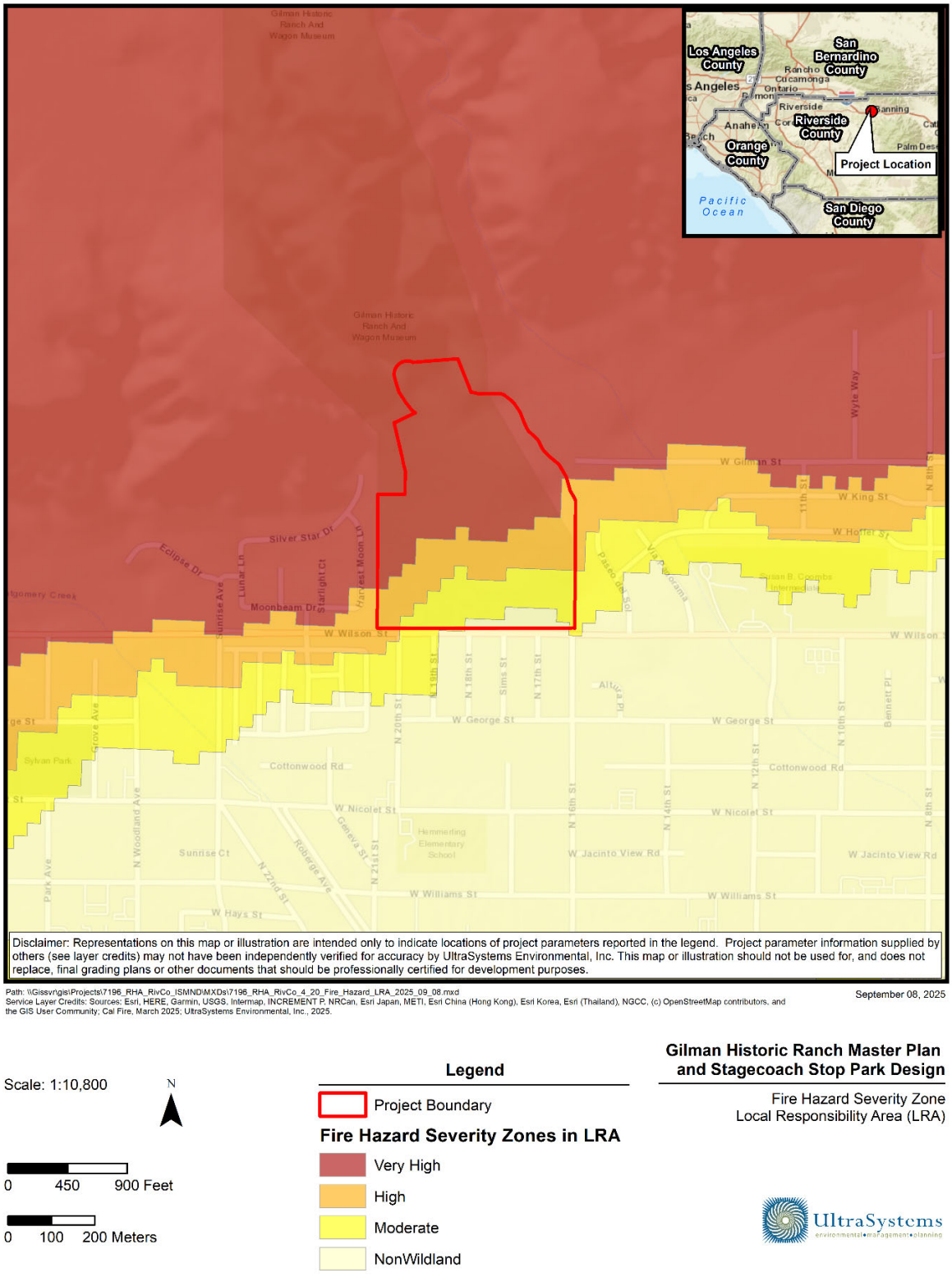
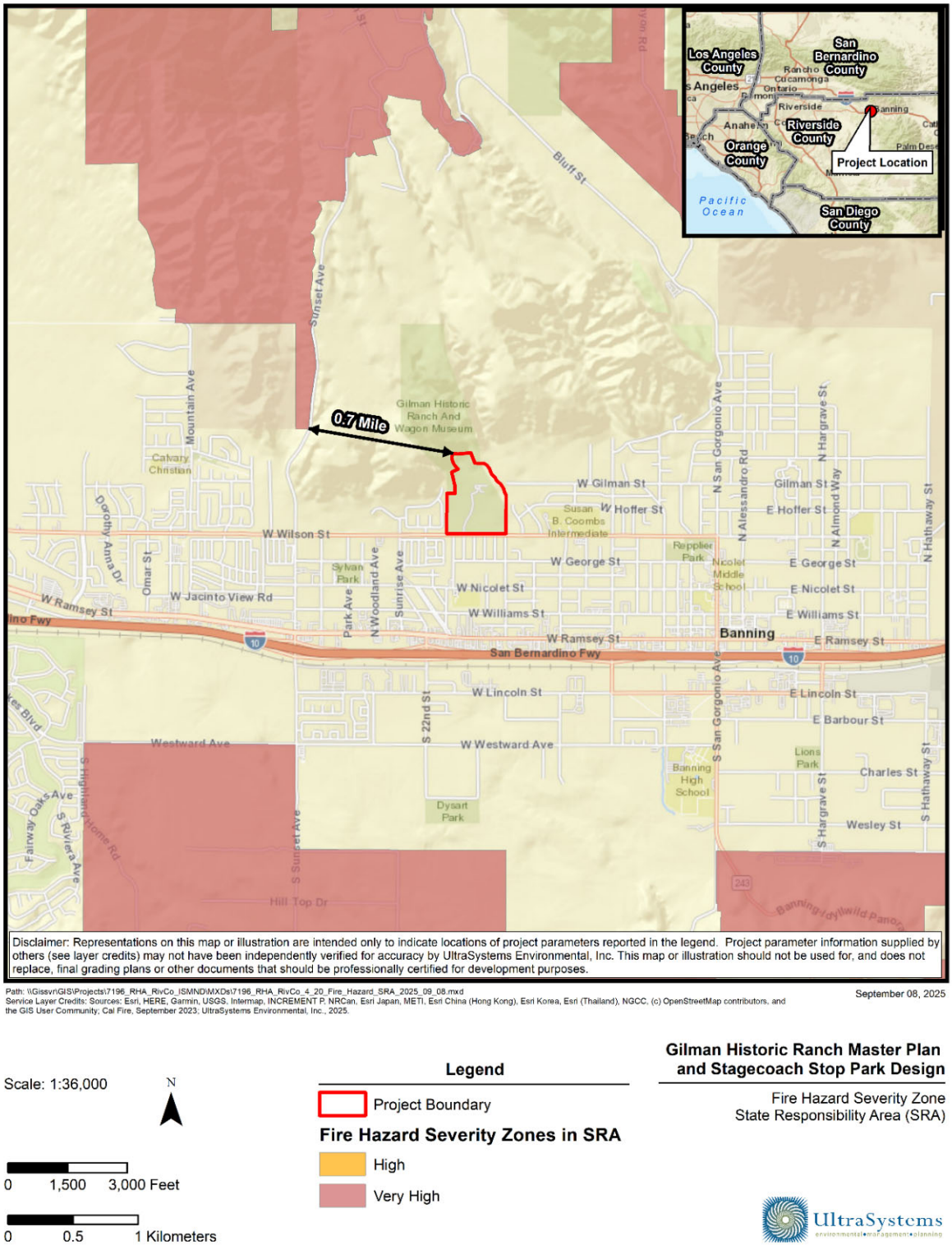


Figure 4.20-2
VERY HIGH FIRE HAZARD SEVERITY ZONES IN STATE RESPONSIBILITY AREA



emergency medical providers prior to construction; providing these agencies with a 24-hour point of contact for the construction contractor and the City construction manager; and ensuring that fire hydrants, driveways, and critical access points remain unobstructed at all times or that clearly signed alternative access is established and communicated.

Mitigation Measure

Implementation of mitigation measure **HAZ-1.**

Level of Significance After Mitigation

Impacts would be less than significant after implementation of mitigation measure **HAZ-1.**

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less Than Significant Impact

As indicated in threshold a) above, the project site is located in a LRA VHFHSZ. Large areas of southern California are particularly susceptible to wildfire due to the region's weather, topography and native vegetation. The typically mild, wet winters result in an annual growth of grasses and plants that dry out during the hot summer months. This dry vegetation provides fuel for wildfires in the autumn when the area is intermittently impacted by Santa Ana winds, hot, dry winds that blow across the region in the late fall and can help spread fires (City of Banning, 2006).

Project development would replace some existing vegetation, consisting mostly of non-native grassland, with a variety of park amenities including some structures. Structures for human occupancy would include fire sprinklers in accordance with the City of Banning Fire Code. Fuel modification would be practiced within 100 feet of structures within fire hazard severity zones in accordance with California Public Resources Code (PRC) § 4291 et seq. and City of Banning Fire Code §§ 4906 and 4907. PRC § 4291 requires that brush, flammable vegetation, or combustible growth within 100 feet of buildings be removed. Vegetation that is more than 30 feet from the building, less than 18 inches high, and important for soil stability, may be maintained, as may single specimens of trees or other vegetation that is maintained so as to manage fuels and not form a means of rapid-fire transmission from other nearby vegetation to a structure.

After compliance with PRC 4291 and the City of Banning Fire Code, structures and other amenities to be developed under the Master Plan would be less flammable than the existing vegetation is. Project development would not exacerbate wildfire risks or expose people to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Impacts would be less than significant.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less Than Significant Impact

As indicated in item a) above the project site is located in a VHFHSZ in LRA. The project does not include development of new roads. Infrastructure to be installed as part of the project would be within the project site (or underground, connecting to existing mains in Wilson Street), and thus would not exacerbate wildfire risk. Impacts would be less than significant.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less Than Significant Impact

As indicated in item a) above the project site is located in a VHFHSZ in LRA. Project development is expected to result in some net reduction in wildfire risk onsite, as substantiated above in **Section 4.20.b**. Thus, development of the project would not expose people or structures to significant risks consequent to wildfire such as downslope or downstream flooding or landslides. Impacts would be less than significant.

4.21 Mandatory Findings of Significance

Would the project have:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

a) Would the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated

No burrowing owl (BUOW; *Athene cunicularia*) or characteristic signs such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2023 and 2024 survey efforts. At a minimum, an MSHCP 30-day preconstruction survey will be required immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. A preconstruction survey for burrowing owl is required as **Mitigation Measure BIO-3**.

A total of four MSHCP Planning Species have the potential to occur within the project site including Cooper's hawk (*Accipiter cooperii*), white-tailed kite (*Elanus leucurus*), bobcat (*Lynx rufus*), and mountain lion (*Puma concolor*). The MSHCP has determined that these sensitive species potentially occurring within the project site have been adequately covered. Riverside County is required to pay a MSHCP Public Projects Fee (PPF) to the Regional Conservation Agency (RCA), the agency that administers the MSHCP. The purpose and intent of the PPF includes acquiring and preserving vegetation communities and natural areas within the City/County and the region which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species. Impacts on MSHCP planning species would be less than significant after payment of the PPF; such requirement is set forth as **Mitigation Measure BIO-1**.

A total of three sensitive species has the potential to occur within the Project Site including grasshopper sparrow (*Ammodramus savannarum*), California horned lark (*Eremophila alpestris actia*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). The MSHCP has determined that these sensitive species potentially occurring within Project Site have been adequately covered. Impacts on these three species would be less than significant after payment of the required PPF.

Suitable low-quality habitat was documented onsite for one special-status invertebrate species not covered under the MSHCP: Crotch's bumble bee (CBB), a State Candidate Endangered species. Focused surveys for CBB conducted in May and June 2026 did not find CBB onsite. A preconstruction survey for CBB is required as **Mitigation Measure BIO-2**.

Project development would remove trees and other vegetation that could be used by nesting birds; a preconstruction breeding bird survey is required as Mitigation Measure **BIO-4**

Suitable roosting habitat was documented onsite for two (2) special-status bat species not covered under the MSHCP including western yellow bat and pocketed free-tailed bat. Potential impacts to roosting bats would be reduced to less than significant with the implementation of Conservation Measure **BIO-5**: Preconstruction Bat Surveys.

As currently proposed, the Gilman Ranch Historic Park Improvement Project would not result in the demolition, destruction, relocation, or alteration of any of the surviving historic-period buildings or structures of Gilman Ranch. The new constructions proposed for the project are all concentrated on vacant land in the southern half of the project area, several hundred feet from the original and replicated historic buildings of Gilman Ranch at the northern end of the property, with the Wagon Museum and its associated facilities between the two locations as a visual barrier. As such, the project would not impose a substantial visual or atmospheric intrusion into the existing viewshed of the historic buildings in the ranch house complex, either. The historic/archaeological resources report for the project concluded that project development would not cause a substantial adverse change in the significance of any known historical resources; such impacts would be less than significant.

Prehistoric resources include two habitation areas, one next to the northeast site boundary and the second opposite Smith Creek to the east, each with a variety of artifacts; one isolate (a mano); and at least 73 other artifacts (some in displays; some in storage; and some used as rip-rap for erosion control). Historic-period resources include the bunk house and other outbuildings. The project area appears to be highly sensitive for buried archaeological deposits of both prehistoric and historic origin, due to the long history of Gilman Ranch and the even longer history of Native American activities in the vicinity, as demonstrated by both ethnographic and archaeological records. Project

impacts on archaeological resources would be significant. Impacts on archaeological resources would be less than significant after implementation of mitigation measure **CUL-1**.

b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact

The traffic impact analysis (TIA) for the proposed project addressed cumulative impacts from six projects. The TIA determined that project and cumulative traffic impacts would each be less than significant. Only one of the six cumulative project sites are near enough to the proposed project site that other impacts, such as noise or localized air quality impacts, might combine with impacts of the proposed project to result in significant cumulative impacts. That project, Vista Robles, consists of 134 single-family homes; its site boundary is approximately 165 feet east of the proposed project site. The Vista Robles site extends more than 1,800 feet east to west; thus, most of that site is at sufficient distance that noise impacts of construction on those portions of the Vista Robles site would not combine with impacts of the proposed project to cause significant cumulative impacts. Construction of Vista Robles would be required to meet the same City of Banning noise requirements that the proposed project would, including limiting construction to hours permitted by the City. Cumulative impacts would be less than significant and proposed project impacts would not be cumulatively considerable.

c) Would the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated

Impacts on historical resources would be less than significant, and impacts on archaeological resources would be less than significant after implementation of mitigation measure **CUL-1**.

Impacts on human remains that may be buried in site soils were determined to be significant without mitigation. Implementation of mitigation measure **CUL-2** would reduce that impact to less than significant.

Fossils could be buried in site soils. Project ground-disturbing activities could damage fossils. Implementation of mitigation measure **GEO-1** would reduce this impact to less than significant.

Project impacts on the following environmental factors were determined to be less than significant: air quality, aesthetics, hazards and hazardous materials, utilities and service systems, public services, population and housing. Project development would have some beneficial impact on parks and recreation facilities.

Tribal cultural resources could be buried in site soils. Project site grading and project construction could damage such resources. This impact is potentially significant. Tribal monitoring of ground-disturbing activities is required as Mitigation Measure **TCR-1**. Impacts on tribal cultural resources would be less than significant after implementation of MM **TCR-1**.

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6.2.4 Other Firms

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a MND or an EIR. The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those MM that are within the responsibility of the County and/or Applicant to implement.

The following table lists impacts, mitigation measures adopted by the Riverside County Regional Park and Open-Space District in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.

Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.1 Aesthetics				
Threshold d): Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**MM AES-1:** During project construction, the project applicant shall place construction staging areas as far away as possible from adjacent residences so as to minimize, to the maximum extent feasible, any potential lighting impacts to nearby residences. The lighting used during project construction shall consist of the minimum amount of light necessary for safety and security on the project site.	• RCRPOSD	Field Verification	1. RCRPOSD 2. RCRPOSD 3. During construction
4.4 Biological Resources				
Threshold 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 Game or U.S. Fish and Wildlife Service?	**MSHCP Public Projects Fee** The RCRPOSD shall pay MSHCP Public Project fees as established by the RCA and implemented by the County of Riverside Regional Park and Open-Space District.	• RCRPOSD	Field Verification	1. City of Banning /RCRPOSD 2. City of Banning /RCRPOSD 3. Prior to construction
	MM BIO-2: Crotch's Bumble Bee Preconstruction Survey Although focused surveys did not result in the detection of Crotch's bumble bee, based on the presence of suitable habitat, the following preconstruction survey has been included as a conservation measure. This conservation and avoidance measure shall only be required if Crotch's bumble bee remains as a candidate state endangered species or is listed as a state endangered species at the time of project construction. If Crotch's bumble bee is delisted, this measure shall not be required. Due to the presence of suitable habitat for Crotch's bumble within the Project Site, the following measures shall be implemented to reduce potential impacts to this species: Pre-construction Survey: To the extent feasible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) shall occur outside of the Crotch's bee flight season (February 1st through October 31st). If construction activities must occur during the flight season, a qualified biologist shall conduct a pre-construction survey for Crotch's bumble bee queens, gynes, and colonies. The survey shall be conducted no more than	• RCRPOSD	Field Verification	1. City of Banning /RCRPOSD 2. City of Banning /RCRPOSD 3. Prior to construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	14 days prior to construction during optimal weather conditions (e.g., warm, sunny days between 65- and 90-degrees Fahrenheit). If the pre-construction survey is negative, no further assessment shall be required, and construction activities shall be allowed to proceed without any further requirements. If Crotch's bumble bee is detected during the preconstruction survey, the measures below shall be implemented. CESA Compliance: Prior to issuance of a grading permit, it shall be demonstrated that CESA-required consultation with CDFW regarding the project's effects to Crotch's bumble bee has occurred, and, if take of Crotch's bumble bee is expected, that CDFW has authorized such take through an incidental take permit, as applicable.			
	MM BIO-3: MSHCP Burrowing Owl 30-Day Preconstruction Surveys Although BUOW was not detected on site during the focused surveys, the BSA contains suitable habitat to potentially support BUOW in the future. Therefore, a 30-day pre-construction survey for burrowing owls is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, RCRPOSD will immediately inform the City of Banning and the Wildlife Agencies and will need to coordinate further with City and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan (BOPRP), prior to initiating ground disturbance. A BOPRP is expected to include actions such as: • Delaying grading, construction, and other project activities on all grassland habitat until the qualified biologist has implemented burrow exclusion and closure. • No ground-disturbing activities within 50 meters (165 feet) of an active BUOW burrow will be permitted until burrow exclusion and closure have been implemented. No destruction of foraging habitat will be permitted until burrow exclusion and closure have been implemented. • passive relocation of an active BUOW burrow by installing a one-way door and then permanently excluding the BUOW from returning once it is confirmed that no	• RCRPOSD Qualified Biologist	Field Verification	1. RCRPOSD /Wildlife Agencies 2. RCRPOSD /Wildlife Agencies 3. Prior to construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	BUOW individuals remain in the burrow. A biological monitor will visit the site daily to verify that the burrow is empty by monitoring and scoping the burrow. • Considering that there is not adequate BUOW habitat of at least 6.6 acres to which an excluded BUOW pair can relocate, the project applicant shall pay a Local Development Mitigation Fee to the County of Riverside to offset the impacts to the BUOW pair and the loss of 33.44 acres of suitable BUOW habitat within the project site. All surveys and reporting required by the MSHCP will be complied with including a 30-day pre-construction BUOW survey. • A biological monitor will be onsite to monitor any BUOW or signs of BUOW. If any BUOW are observed then the biologist will consult with the Regional Conservation Authority and CDFW to determine the appropriate measures. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. Following completion of the burrowing owl 30-day preconstruction survey in compliance with MSHCP conservation goals for the target species, the project will be consistent with MSHCP Section 6.3.2			
	MM BIO-4: Pre-Construction Breeding Bird Survey Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird species will require compliance with the MBTA and CDFG Code Section 3503, 3503.5, and 3513. Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified biologist will conduct a preconstruction nesting bird and raptor survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent to the project site. The survey(s) will focus on identifying any bird nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals,	RCRPOSD Qualified Biologist	Field Verification	1. RCRPOSD and City of Banning 2. RCRPOSD and City of Banning 3. Prior to and during construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, will be submitted to the City of Banning for review and approval prior to initiation of grading in the nest-setback zone. The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, will be submitted to the City of Banning documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	MM BIO-5: Preconstruction Bat Survey Suitable roosting habitat was documented onsite for two special-status bat species not covered under the MSHCP including western yellow bat (*Lasiurus xanthinus*) and pocketed free-tailed bat (*Nyctinomops femorosaccus*). Suitable habitat onsite for western yellow bat consists of a few Mexican fan palm trees. Buildings onsite provide suitable roosting habitat for pocketed free-tailed bat. To avoid potential impacts to special-status bat species and identify roosting habitat, a preconstruction bat survey shall be conducted by a qualified bat biologist. The survey shall be conducted within the Project site and 100-foot buffer during appropriate weather conditions per the bat biologist's recommendations. Note that the project does not propose removal or disturbance of Mexican fan palm trees; the only disturbances to existing buildings would occur after Phase 1 of the project. Thus, this mitigation measure will only be implemented after Phase 1. If bats are identified, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance, and presence of a maternal colony. If any evidence of bat occupation is identified during the survey, the qualified bat biologist shall then provide additional measures to avoid impacts to roosting bats, and if the observed species has special status, as recommended by the CDFW. Measures provided shall be specific to the individual roost species present, and proposed construction activities, and shall include: a) postponement of Project activities within a no-work buffer specified by the bat biologist to outside of the bat maternity season (typically, maternity season is April 1st through August 31st) if a maternity colony is identified to be present and b) monitoring of Project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted if a nonmaternal roosting colony is present at the qualified bat biologist's discretion. If the qualified bat biologist determines that nonmaternal colony roosting bats are disturbed by construction activities, construction activities shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) shall be required before activities resume. If a maternity colony is present, tree removal and/or building structure modifications shall occur outside the bat maternity season (typically April 1st through August 31st) in the fall (after flightless young have become volant as determined by the qualified bat biologist) and under the supervision of a qualified bat biologist. A report of the findings prepared by a qualified biologist shall be submitted to the City of Banning prior to initiation of construction.	RCRPOSD Qualified Biologist	Field Verification	1. City of Banning and RCRPOSD 2. City of Banning and RCRPOSD 3. Prior to initiation of construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Threshold e): Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**See MM BIO-1 through BIO-5 above**	RCRPOSD Qualified Biologist	Field Verification	1. City of Banning and RCRPOSD 2. City of Banning and RCRPOSD 3. Prior to initiation of construction
4.5 Cultural Resources				
Threshold 4.5 b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	**MM CUL 1:** During project earth-moving operations, RCOSRPD shall implement an archaeological monitoring program with the following components: • All disturbances of native soils within the project area shall be monitored by a qualified archaeologist. Whenever cultural materials more than 50 years old are discovered, they need to be field-recorded and evaluated. The monitor should be prepared to quickly recover any artifacts as they are unearthed to avoid construction delays. If a substantial cultural deposit is encountered, however, the monitor must have the power to temporarily halt or divert construction activities in that area to allow for controlled removal. • On-site monitoring shall be coordinated with the nearest Native American groups, such as the Morongo Band of Mission Indians and the Soboba Band of Luiseño Indians, who may wish to participate. • Collected artifacts must be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage that would allow for additional research in the future. • Site record update for 33-001701, incorporating the artifacts encountered during the monitoring program, shall be prepared and submitted to the South Coastal Information Center as a permanent record of the discovery.	RCOSRPD Project Contractor Qualified Archaeologist	Field Verification	1. RCRPOSD 2. RCRPOSD 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	• A report that documents the methods and results of the monitoring program, including an itemized inventory of recovered artifacts and a detailed artifact analysis, shall be prepared upon completion of the fieldwork. The report shall include an interpretation of the cultural activities represented by the archaeological remains and a discussion of the significance of all recovered cultural material. • Submittal of the report to RCRPOSD and curation of the artifacts will signify completion of the monitoring program and mitigation of impacts to cultural resources.			
Threshold 4.5 c): Disturb any human remains, including those interred outside of formal cemeteries.	**MM CUL 2:** If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery, and the Riverside County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Project Construction Contractor Riverside County Coroner	Field Verification	1. RCRPOSD 2. RCRPOSD 3. During construction
4.7 Geology and Soils				
Threshold 4.7 f): Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM GEO-1:** Prior to the issuance of the grading permit, the RCRPOSD shall retain a qualified paleontologist to provide services for the project. The paleontologist shall develop, as needed, a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist perform paleontological monitoring of any ground disturbing activities within undisturbed native sediments during mass grading, site preparation, and underground utility installation. The project paleontologist may reevaluate the necessity for	RCRPOSD Construction Contractor Qualified Paleontologist	Monitoring, Assessment, Recovery, and Curation	1. RCRPOSD 2. RCRPOSD 3. Prior to the issuance of the grading permit

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	paleontological monitoring after 50 percent or greater of the excavations have been completed. In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discard of specific fossil specimens will be made explicit. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.			
4.9 Hazards and Hazardous Material				
Threshold f): Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**MM HAZ-1: Construction Traffic Control Plan (TCP)** Prior to issuance of a grading or encroachment permit and before any roadway closure on Wilson Street, Riverside County Parks will have a Traffic Control Plan (TCP) for the project prepared by a registered transportation engineer or civil engineer for review and approval by the City of Banning Public Works Department, in coordination with the Riverside County Fire Department and local law enforcement. The approved TCP shall be implemented for the duration of each construction project under the Master Plan. The TCP shall: 1. Identify all roadway segments to be closed and the duration of closures; designate signed vehicular detour routes that use appropriate collector and arterial roadways and avoid residential streets and school frontage to the extent feasible; provide advance warning and detour signage consistent with the California Manual on Uniform Traffic Control Devices and City standards; and maintain at least one open emergency access route at all times, clearly shown on TMP detour maps;	RCRPOSD Registered Transportation Engineer or Civil Engineer	Field Verification	1. RCRPOSD 2. RCRPOSD 3. Prior to issuance of a grading or encroachment permit

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	2. Specify construction hours that comply with the City of Banning noise ordinance; designate truck haul routes to and from the site that minimize travel on local residential streets and avoid routing heavy trucks past school frontage where haul truck traffic would disrupt school operations; 3. Confirm detour routes and emergency access provisions with the Riverside County Fire Department, local law enforcement, and emergency medical providers prior to construction; provide these agencies with a 24-hour point of contact for the construction contractor and the City construction manager; and ensure that fire hydrants, driveways, and critical access points remain unobstructed at all times or that clearly signed alternative access is established and communicated. The TCP shall be submitted to the City of Banning Public Works/Engineering Department for review and approval prior to construction, implemented in the field, and modified as needed, subject to City approval, in response to unanticipated traffic conditions, safety concerns, or community feedback. The City may periodically monitor construction traffic conditions and TCP implementation, and the contractor shall promptly correct any deficiencies to the satisfaction of the City.			
4.17 Transportation				
Threshold d): Would the project result in inadequate emergency access?	**HAZ-1**: **Construction Traffic Control Plan (TCP)** As required under mitigation measure **HAZ-1** in **Section 4.9**, a TCP would be implemented to reduce potential impacts to emergency access.	RCRPOSD Registered Transportation Engineer or Civil Engineer	Field Verification	1. RCRPOSD 2. RCRPOSD 3. Prior to issuance of a grading or encroachment permit
4.18 Tribal Cultural Resources				
Threshold 4.18 b): Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California	**MM TCR-1: Tribal Cultural Resources Monitoring** Prior to the commencement of any ground-disturbing activity (including archaeological testing and surveys) at the Project Site, the County shall retain a Native American monitor from the Agua Caliente Band of Cahuilla Indians. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified	RCRPOSD Project Contractor TBD	Field Verification	1. RCRPOSD 2. RCRPOSD 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?	Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.			