4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective." The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. In addition, subsections of Chapter 5, *Environmental Analysis*, provide more detailed descriptions of the local environmental setting for specific topical areas.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The project site is located in the San Gorgonio Pass and encompasses approximately 831 acres, of which 670 are in the City of Banning and 161 are in unincorporated Riverside County. As shown on Figure 3-1, *Regional Location*, the San Gorgonio Pass is an elongated valley lying between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south; it slopes down toward the Upper Santa Ana River Valley to the west and the Coachella Valley to the east. The City of Banning is bounded by the City of Beaumont to the west; the community of Cherry Valley in unincorporated Riverside County to the northwest; unincorporated Riverside County to the north and south; and the community of Cabazon in unincorporated Riverside County, as well as other areas of unincorporated Riverside County, to the east.

4.2.2 Regional Planning Considerations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and

transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.7, *Greenhouse Gas Emissions*.

South Coast Air Basin Air Quality Management Plan

The City is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which AAQS have been developed are known as criteria air pollutants—ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS. [1,2] The proposed project's consistency with the applicable AAQS is discussed in Section 5.3, *Air Quality*.

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the State of California:

[1] CARB approved SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

[2] CARB has proposed to redesignate the SoCAB as attainment for lead and NO_2 under the California AAQS (CARB 2013).

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the emissions reduction targets established in Executive Order S-3-05.

In 2008, SB 375 was adopted to connect GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.7, *Greenhouse Gas Emissions*.

Riverside County Local Agency Formation Commission Policies and Procedures

The Riverside County Local Agency Formation Commission (LAFCO) is a regulatory, state-mandated legislative agency pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. The role of Riverside County LAFCO is to promote orderly development, discourage urban sprawl, preserve agricultural and open space lands, and extend government services efficiently.

Approved in 2004, Riverside LAFCO's policies and procedures provide goals and implementation actions to achieve its responsibilities, such as facilitating efficient urban form, enhancing services of local governments, and increasing coordination and cooperation between governments.

Approximately 161 acres of the project's southwestern corner is within the City of Banning's Sphere of Influence (SOI) and also in unincorporated Riverside County. Riverside LAFCO is responsible for developing and updating incorporated cities' SOIs, including Banning, and it assists in annexing land from unincorporated County land to incorporated cities. Thus, coordination with Riverside LAFCO would be required to ensure annexation of the 161 acres into Banning's city limits.

Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP)

The Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP) covers 146 species and 14 natural communities within a plan area of about 1.26 million acres, or 1,970 square miles, extending from the western Riverside County boundary to the San Jacinto Mountains. It includes all unincorporated Riverside County as well as jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. Roughly 506,000 acres are designated as reserves. The MSHCP is administered by the Western Riverside County Regional Conservation Authority and was approved by the US Fish and Wildlife Service and the California

Department of Fish and Wildlife in 2004. The proposed project's consistency with the Western Riverside County MSHCP is analyzed in Section 5.4, *Biological Resources*.

Banning Municipal Airport Comprehensive Land Use Plan

The Riverside County Airport Land Use Commission is an advisory agency responsible for protecting and promoting the safety and welfare of residents and users of the county's airports while ensuring the continued operation of the airports. Banning Municipal Airport is about 1.1 miles northeast of the project site.

Adopted in 1993, the Banning Municipal Airport Comprehensive Land Use Plan includes detailed noise and safety compatibility guidelines for development within the airport influence area. Based on the guidelines, certain land uses are not permitted within particular CNEL contour ranges. Height and density limitations are also established for uses proposed within the airport influence area, per Federal Aviation Regulations Part 77 obstructions standards. Project consistency with the Banning Municipal Airport Comprehensive Land Use Plan is analyzed in Sections 5.8, *Hazards and Hazardous Materials*, and 5.11, *Noise*.

City of Banning General Plan and Zoning Code

The 2006 City of Banning General Plan was developed as a framework for decision makers to use regarding the type and intensity of development in the City. The plan identifies environmental, social, and economic goals, and sets forth policies and programs for existing and future development. Elements in the plan include land use, traffic and circulation, housing, conservation, open space, safety, noise, economic development, and cultural resources. Each element includes an existing conditions section; a section addressing buildout of the land use plan; and associated goals, policies, and programs.

According to the general plan, the 670-acre portion of the site within Banning is designated Very Low Density Residential, with limited Medium Density Residential, Rural Residential, and Open Space-Parks and Open Space-Resources (see Figure 3-4, *Current Land Use Designations*). The remaining 161 acres of the project site is in the City's SOI in unincorporated Riverside County. This area is designated Ranch/Agriculture by the City of Banning and Light Agriculture (A-1) by the County of Riverside.

The City of Banning Zoning Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City's general plan and proposed development projects. The zoning designations of the project site are the same as the general plan land use designations. Land use and zoning designation consistency is analyzed in Section 5.10, *Land Use and Planning*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

As shown in Figure 3-2, *Local Vicinity*, the Rancho San Gorgonio Specific Plan site is an irregularly shaped area located about 0.4 miles south of Interstate 10 (I-10), which runs east-west through the City and provides regional access to the site. The project site is bounded by Westward Avenue on the north, Sunset Avenue and Turtle Dove Lane on the west, San Gorgonio Avenue (State Route 243, SR-243) on the east, and Coyote Trail

and Old Idyllwild Road on the south. Access to the site from the I-10 is via ramps at Sunset Avenue, 22nd Street, and 8th Street, from west to east. A portion of the site (approximately 161 acres) is in unincorporated Riverside County but within the City's SOI, and it is anticipated to be annexed into the City limits as part of the development process.

Onsite Land Uses

The project site is undeveloped and leased for cattle grazing. There are no buildings onsite. Four main creeks run through or adjacent to the project site. Pershing Creek runs northwest to southeast through the majority of the site; Montgomery Creek runs northwest to southeast through the eastern half of the site; Gilman Home Channel runs adjacent to the eastern boundary along Banning High School and the KOA campground, and all three drainage channels are tributaries to the larger drainage, Smith Creek, which flows in southwest to northeast in the southeastern portion of the site. All creeks are unimproved and in their natural states within the project site boundary.

As shown on Figure 3-3, *Aerial Photograph*, Southern California Edison (SCE) maintains two easements within the project site for overhead electric transmission lines. One of these easements is 50 feet wide, runs east-west through the middle of the site, and contains 115-kilovolt overhead power utility lines and towers. The other easement in the southeast corner of the site is 300 feet wide with overhead power lines and towers.

Surrounding Land Uses

Depicted in Figure 3-3, *Aerial Photograph*, surrounding land uses include Dysart Park along Victory Avenue and residential properties along Westward Avenue to the north, a KOA Campground to the east, Banning High School to the northeast, and Mt. San Jacinto Community College San Gorgonio Pass campus to the northwest. Other surrounding land to the east, south, and west consists of rural residential, agricultural uses, and vacant land. The site is approximately 0.5 mile south of the Ramsey Street commercial corridor and Banning's downtown area, and the Banning Municipal Airport is about 1.1 miles northeast of the site (see Figure 4-1, *Surrounding Jurisdictions*).

4.3.2 Existing Physical Conditions and Infrastructure

Aesthetics

The majority of the project site is undeveloped, rural open space, with grassland vegetation covering about 83 percent of the site. There are no homes or structures onsite. The site includes gentle rolling hills, valleys, and incised drainage courses: Smith Creek, Pershing Creek, Montgomery Creek, and Gilman Home Channel (see Figure 3-3, *Aerial Photograph*). Scenic vistas of the highest peaks of the San Jacinto Mountains and the San Bernardino Mountains are provided from the project site as well. Impacts to these scenic vistas and resources are analyzed in detail in Section 5.1, *Aesthetics*.

Agriculture and Forestry Resources

The project site is currently used as rangeland for cattle and horses. In the past, the site was used for dry farming, including hay, alfalfa, and other grain crops. While there is no Prime Farmland, Unique Farmland, or

4. Environmental Setting

Farmland of Statewide Importance designated by the California Department of Conservation on the project site, the southwest portion of the site within the City's SOI and unincorporated Riverside County (approximately 161 acres) is designated Ranch/Agriculture under the City's general plan and zoned as Light Agriculture by the County of Riverside.

Biological Resources

Nonnative grassland is the predominant vegetation community and covers over 80 percent of the site. Other habitats that cover smaller areas include Riversidean alluvial fan sage scrub, Upland Riversidean sage scrub, developed/ruderal, and southern riparian scrub. The nonnative grasslands are dominated by red brome, common ripgut grass, foxtail barley, Mediterranean schismus, wild oats, and shortpod mustard.

No sensitive plant species are present onsite; however, the following 11 sensitive animal species have been observed: Western spadefoot toad, white-tailed kite, burrowing owl, golden eagle, loggerhead shrike, Stephen's kangaroo rat, Los Angeles pocket mouse, San Diego black-tailed jackrabbit, San Diego pocket mouse, desert woodrat, and American badger.

Given its topography and deeply incised creeks, the site also provides a wildlife movement corridor along the creeks with vegetative cover. Wildlife movement through the area could include bobcats, coyotes, and badgers.

Refer to Section 5.4, *Biological Resources*, for additional information regarding the project site's biological resources and an analysis of project-related impacts to those resources.

Cultural Resources

Several cultural resources studies have taken place within the vicinity of the project site, and six previously recorded resources are located on the project site: a historical water diversion feature associated with the Barker Ranch, a historical refuse scatter, remnants of a historical house and associated features, two prehistoric milling slick sites, and a prehistoric milling slick site that was also used as a historic-period granite quarry. Twelve additional resources were recorded on the project site; of these, three resources were found to be eligible for the National Register of Historic Places and California Register of Historic Resources. Refer to Section 5.5, *Cultural Resources*, for more detailed information related to the cultural setting and resources of the project site, and an analysis of project-related impacts.

Geology and Landform

The site is in the San Gorgonio Pass, an elongated, east-west trending valley between the San Bernardino and San Jacinto Mountains. This valley is part of the major drainage divide between the Pacific Ocean and Salton Trough and is filled with alluvial deposits that are mainly derived from the San Bernardino Mountains. San Gorgonio Pass slopes downward to the east until it merges with the alluvial-filled Coachella Valley. To the west the valley merges with older alluvial soils of the Beaumont Plain.

The San Jacinto Mountains rise steeply from the southeast project site boundary; the southern base of the mountains curves toward the west until it is about 0.75 mile south of the southwest part of the site. The San

Bernardino Mountains rise steeply from the north side of the San Gorgonio Pass about two miles north of the site. Two of the highest peaks in southern California bracket the project site: San Gorgonio Mountain in the San Bernardino Mountains, the highest point in southern California at 11,503 feet, is about 6.5 miles north of the site. San Jacinto Peak in the San Jacinto Mountains, 10,834 feet, is about 6.6 miles southeast of the site.

The majority of the project site consists of gentle rolling hills, valleys and incised drainage courses. As stated before, four major drainage courses cross the property: Smith Creek, Pershing Creek, Montgomery Creek, and Gilman Home Channel. There is a rugged bedrock knob in the southeast corner of the site. The site slopes downwards to the east-southeast with an average grade of about 2 percent.

Additional information regarding the project site's geology and its project-related impacts are provided in Section 5.6, *Geology and Soils*.

Hazards and Hazardous Materials

As stated above, hazards on the project site include land use compatibility and building height restrictions related to the Banning Municipal Airport Comprehensive Land Use Plan. In addition, a small portion of the southeastern part of the project site is designated a Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Prevention.

Project-related impacts from these potential hazards are analyzed in Section 5.8, *Hazards and Hazardous Materials*.

Hydrology and Water Quality

Watershed

The project site is in the Whitewater River Watershed that spans 1,499 square miles in Riverside and San Bernardino counties—including the Coachella Valley and portions of several surrounding mountain ranges—and extends from part of the San Bernardino Mountains on the northwest to the Salton Sea on the southeast. The Whitewater River, the major stream in the watershed, extends 54 miles from the San Bernardino Mountains to the Salton Sea.

The project site is in the San Gorgonio River section of the Whitewater River Watershed; the San Gorgonio River section spans 202 square miles, including San Gorgonio Pass and parts of the San Bernardino and San Jacinto mountains. The San Gorgonio River extends 27 miles from the San Bernardino Mountains north of the project site to the Community of Whitewater to the east, where it flows into the Whitewater River.

Pershing Creek, Montgomery Creek, Gilman Home Channel, and Smith Creek run through or adjacent to the project site. Drainage directions in streams onsite are to the east in Smith Creek, to the southeast in Pershing and Montgomery creeks, and to the south in Gilman Home Creek. All creeks drain into Smith Creek, which discharges into the San Gorgonio River about 3.8 miles east of the site.

4. Environmental Setting

Groundwater Basin

Most of the site is above the San Gorgonio Pass subbasin of the Coachella Valley Groundwater Basin; part of the southeastern portion of the site is not above a groundwater basin. Groundwater flow is to the east.

Refer to Section 5.9, *Hydrology and Water Quality*, for additional information regarding hydrological conditions and an analysis of project impacts on hydrology and water quality.

Noise

The project site is currently vacant and used only for grazing land; therefore, there are no sources of noise onsite. The primary sources of noise near the project site are traffic from adjacent roadways (e.g., Westward Avenue, Sunset Avenue, and SR-243/Old Idyllwild Road), background noise from Interstate 10 (I-10), which is parallel to the project site's northern boundary, and intermittent train noises along the Union Pacific Railroad rail line that travels parallel and on the southern side of I-10 (see Figure 3-2, *Local Vicinity*). Secondary sources of noise include the residential uses along Westward Avenue, users of Dysart Park along Victory Avenue, Mt. San Jacinto Community College San Gorgonio Pass campus to the northwest, and Banning High School and the KOA Campground to the northeast. Refer to Section 5.11, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

Public Services and Utilities

The current project site does not have any infrastructure or utility service connected to the City's existing system of water, wastewater, solid waste, and dry utility services. However, Southern California Edison (SCE) maintains two easements on the project site for overhead electrical transmission lines. One of these easements is 50 feet wide, runs east-west through the middle of the site, and contains 115kV overhead power utility lines and towers and a gas line. The other easement, in the southeast corner of the site, is 300 feet wide with overhead power lines and towers.

If the site is developed, public service and utility providers for the project area would consist of those listed in Table 4-1.

Table 4-1 Public Service and Utility Providers

Public Services	
Police	Banning Police Department
Fire Protection and Emergency Medical Services	Riverside County Fire Department
Public Schools	Banning Unified School District
Library	Banning Library District
Parks	City of Banning Community Services Department and Public Works Department
Utilities	
Water and Wastewater Collection/Treatment	City of Banning Water and Wastewater Utilities Department
Solid Waste Collection	Waste Management, Inc.
Solid Waste Disposal (Landfills)	Riverside County Waste Management Department
Electricity	City of Banning Electric Utility
Natural Gas	Southern California Gas Company

Additional information describing the provision of public services and utilities in the City and an analysis of project impacts on public services and utilities are found in Sections 5.13, *Public Services*, and 5.16, *Utilities and Service Systems*.

Recreation

There are no parks or recreational facilities onsite; however, Dysart Park is an equestrian park that abuts the project's northern boundary along Victory Avenue between South 22nd Street and Lowell Street. Project impacts to the parks and recreational facilities in the City are analyzed in detail in Section 5.14, *Recreation*.

Transportation and Traffic

The existing local roadway network in the project area includes a number of surrounding roadways, including SR-243/Old Idyllwild Road, Westward Avenue, and Sunset Avenue. Primary access to the project area is via Westward Avenue, which runs along the northern boundary of the site. A detailed list and description of the roadway network in the project area are provided in Section 5.15, *Transportation and Traffic*.

The regional access to the project site is provided by I-10 approximately 0.4 mile to the north of the project site. The City's Community Services Department Transit Fixed Route Division provides three fixed-route bus services in the City: Routes 1 and 5, and the Cabazon Circulator. Route 5 runs along the northern boundary of the project site on Westward Avenue and stops at the Mt. San Jacinto Community College San Gorgonio Pass campus and Banning High School, near the northwest and northeast corners of the project site, respectively (Banning 2014).

Refer to Section 5.15, *Traffic and Transportation*, for additional information concerning existing transportation facilities and traffic conditions and an analysis of project-related impacts.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

4.4.1 Cumulative Impacts Analysis

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when the project's incremental effect is considerable. It further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (§ 15130 [b][1]) state that the information used in an analysis of cumulative impacts should come from one of two sources:

1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

For the most part, the cumulative impact analyses in this DEIR use Method 2, utilizing the projections in the City's General Plan, or other long-range planning documents such as the Urban Water Management Plan (UWMP) for water supply, and the Multiple-Species Habitat Conservation Plan (MCSHP) for biological resource impacts. The growth projections in the City of Banning General Plan (2006) are detailed in Table 4-2. The City's general plan buildout projections encompass an area of 23,555 acres, consisting of the City (14,823 acres), SOI (5,436 acres), and planning area outside the SOI (3,296 acres).

Table 4-2 City of Banning General Plan Buildout Projections

	Units	City	SOI	Planning Area outside SOI	Total
Residential	Acres	8,016	3,787	2,372	14,175
	Units	26,595	2,982	1,926	31,503
	Population	67,697	7,622	4,907	80,226
Commercial	Acres	705	0	0	705
	Square Feet	6.76 million	0	0	6.76 million
Industrial	Acres	1,157	0	0	1,157
	Square Feet	10.24 million	0	0	10.24 million
Public Facilities	Acres	940	3	0	943
Open Space	Acres	4,005	1,646	924	6,575
Total	Acres	14,823	5,436	3,296	23,555
Total	Square Feet	17 million	0	0	17 million

Source: City of Banning 2006.

The land use element of the City's general plan designates the general distribution and location of land for residential, business, industry, open space, and other types of uses. The land use categories in the general plan guide future development and growth in a way that promotes the health, safety, and welfare of the community. To regulate building intensity, the land use element also includes several statistical tables that define the amount of physical development allowed in each land use category. This geographic planning framework is used in both the City's general plan and zoning code. Cumulative impact analyses is also based on the most appropriate geographic boundary for the respective impact. For example, cumulative hydrological impacts are based on the areas watershed (Whitewater River Watershed), and groundwater-related impacts are based on the groundwater basin (San Gorgonio Pass subasin of the Coachella Valley Groundwater Basin). Several potential cumulative impacts encompass regional boundaries (e.g., traffic, air quality, greenhouse gases) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts which is further detailed in each topical environmental section:

- Aesthetics – review of City General Plan land use designations and related projects relative to open space preservation; assessment of area-wide vistas (e.g. San Bernardino Mountains to the north and San Jacinto Mountains to the south), and potential cumulative effect on designated scenic highways.

- Agricultural and Forestry Resources – assessment of potential cumulative agricultural resource impacts within the Western Riverside Council of Governments (WRCOG) boundary.

- Air Quality – based on the regional boundaries of the South Coast Air Basin and the Riverside Traffic Analysis Model (RivTAM). The RivTAM is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The average daily traffic volume and intersection forecasts have been determined using the growth increment approach for using an annual growth factor of 0.75 (see the TIA Appendix C, included as Appendix N to this Draft PEIR).

- Biological Resources – regional evaluation considering regional habitat loss, protected species, and wildlife corridors, based primarily upon the MSHCP boundary.

- Cultural Resources – although the proposed project in conjunction with related development projects has the potential to result in cumulative cultural resource impacts, such impacts are difficult to quantify. This section addresses cultural resources, including tribal resources and related-mitigation, but relies on project-by-project mitigation to mitigate potential cumulative impacts.

- Geological Resources – geologic and soils impacts are site-specific and generally do not combine to result in cumulative impacts.

- Greenhouse Gas (GHG) Emissions – based on the regional boundaries of the South Coast Air Basin and the RivTAM. The assessment of cumulative GHG impacts is based on consistency with regional plans and per-capita GHG reduction thresholds to achieve targeted reductions.

- Hazards and Hazardous Materials – cumulative analysis highlights the regulatory requirements related both airport hazards and wildlife hazards. Project impacts, however, are site specific, and would not combine with impacts of other projects to result in cumulatively considerable impacts.

- Hydrology and Water Quality – cumulative hydrological impacts are based on the Whitewater River Watershed and water quality impacts are based on potential cumulative impacts on the San Gorgonio Pass subbasin of the Coachella Valley Groundwater Basin.

- Land Use and Planning – cumulative analyses is based on applicable jurisdictional boundaries and related plans including City of Banning General Plan and regional land use planning based on the Southern California Association of Governments (SCAG)

- Noise – with the exception of traffic-generated noise, project-related noise would not be anticipated to combine with other projects to result in significant noise impacts. Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards.

- Population and Housing – cumulative impacts are assessed relative to City-wide job/housing balance, and applicable City General Plan (including Housing Element) and regional plans (Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and population/housing projections.

- Public Services – cumulative impacts are based on potential related development within the applicable service provider boundaries (Banning Fire Services/ Riverside County Fire Department, Banning Police Department, Banning Unified School District, and the Banning Library District), and assessed relative to applicable plans and projections.

- Recreation – cumulative impacts are assessed relative to City of Banning standards and is based on impacts within City of Banning boundary

- Transportation & Traffic – cumulative impacts related to traffic have the potential for impacts beyond the City boundary and have been addressed through the use of the RivTAM. As statedabove, the RivTAM is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The average daily traffic volume and intersection forecasts have been determined using the growth increment approach for using an annual growth factor of 0.75 (see the TIA Appendix C, included as Appendix N to this Draft PEIR)

- Utilities and Service Systems – water supply and distribution systems impacts would be contiguous with the San Gorgonio Pass Subbasin and City of Banning Water and Wastewater Utilities Department service area; wastewater conveyance and treatment would be contiguous with the City's Wastewater Utility Division service area; storm drainage systems would be contiguous with the San Gorgonio River section of the Whitewater River Watershed and the Riverside County Flood Control and Water Control District service area; solid waste collection and disposal services would be contiguous with the Riverside County Waste Management Department service area; and natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area.

4.4.2 Related Projects

For context, Table 4-3 provides a list of current known major development projects in the project area. The locations of these projects are shown on Figure 4-2, *Related Projects.*

Table 4-3 Related Projects

No.	Project Name and Location	Status	Project Buildout
1	Butterfield Specific Plan East of Highland Springs Road and north of Wilson Avenue	Previously approved – currently being revised	Total 1,543 acres— 4,862 DUs, 40 acres commercial, 2 schools
2	Loma Linda Specific Plan East of Sunset Avenue and north of Wilson Ave	Approved Specific Plan and EIR Project on hold	944 DUs
3	Fiesta Development, TTM No. 30906 North of Wilson Street, east of North Highland Home Road.	Approved TTM – on hold (subject to expiration)	Total 158.5 acres— 303 DUs
4	St. Boniface/Gilman Project, TTM No. 33540 Gilman Street and Wyte Way	Approved	172 DUs
5	O'Donnell Business Park Hathaway Street and Nicolet Street	Approved	Total 64.0 acres— 1.2 million SF commercial
6	San Gorgonio Memorial Hospital Expansion 600 N. Highland Springs Avenue	Under construction	24.24 acres
7	Tentative Tract Map No. 36939 North of Wilson Street and east of Sunset Avenue	Approved	Total 34.6 acres— 98 DUs

Source: Banning 2011.

4.5 REFERENCES

Banning, City of. 2006, January 31. City of Banning General Plan: Land Use Element. http://www.ci.banning.ca.us/DocumentView.aspx?DID=663.

———. 2011, June 3. Draft Butterfield Specific Plan Subsequent Environmental Impact Report. Prepared by RBF Consulting. http://ci.banning.ca.us/ArchiveCenter/ViewFile/Item/686.

———. 2014, September 2. City of Banning Bus Schedules, Route 5 Serving Southern and Northern Banning. http://www.ci.banning.ca.us/DocumentCenter/View/816.

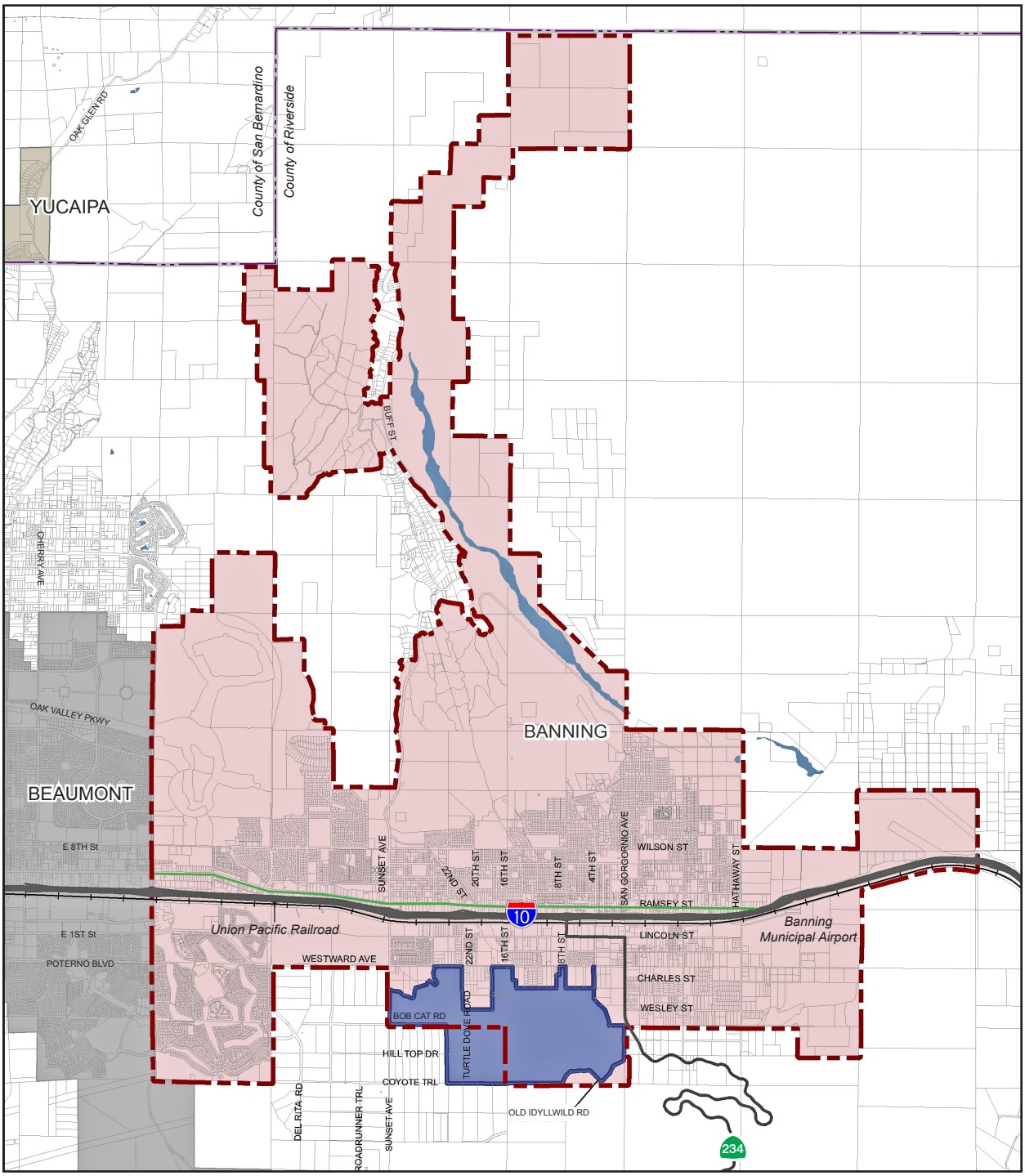
California Air Resources Board (CARB). 2013, October 23. Proposed 2013 Amendments to Area Designations for State Ambient Air Quality Standards. http://www.arb.ca.gov/regact/2013/area13/area13isor.pdf.

Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.

4. Environmental Setting

This page intentionally left blank.

Figure 4-1 - Surrounding Jurisdictions
4. Environmental Setting



Note: Unincorporated county areas are shown in white.

- County Line
- City of Banning Boundary
- Specific Plan Area
- Union Pacific Railroad
- Ramsey Commercial Corridor

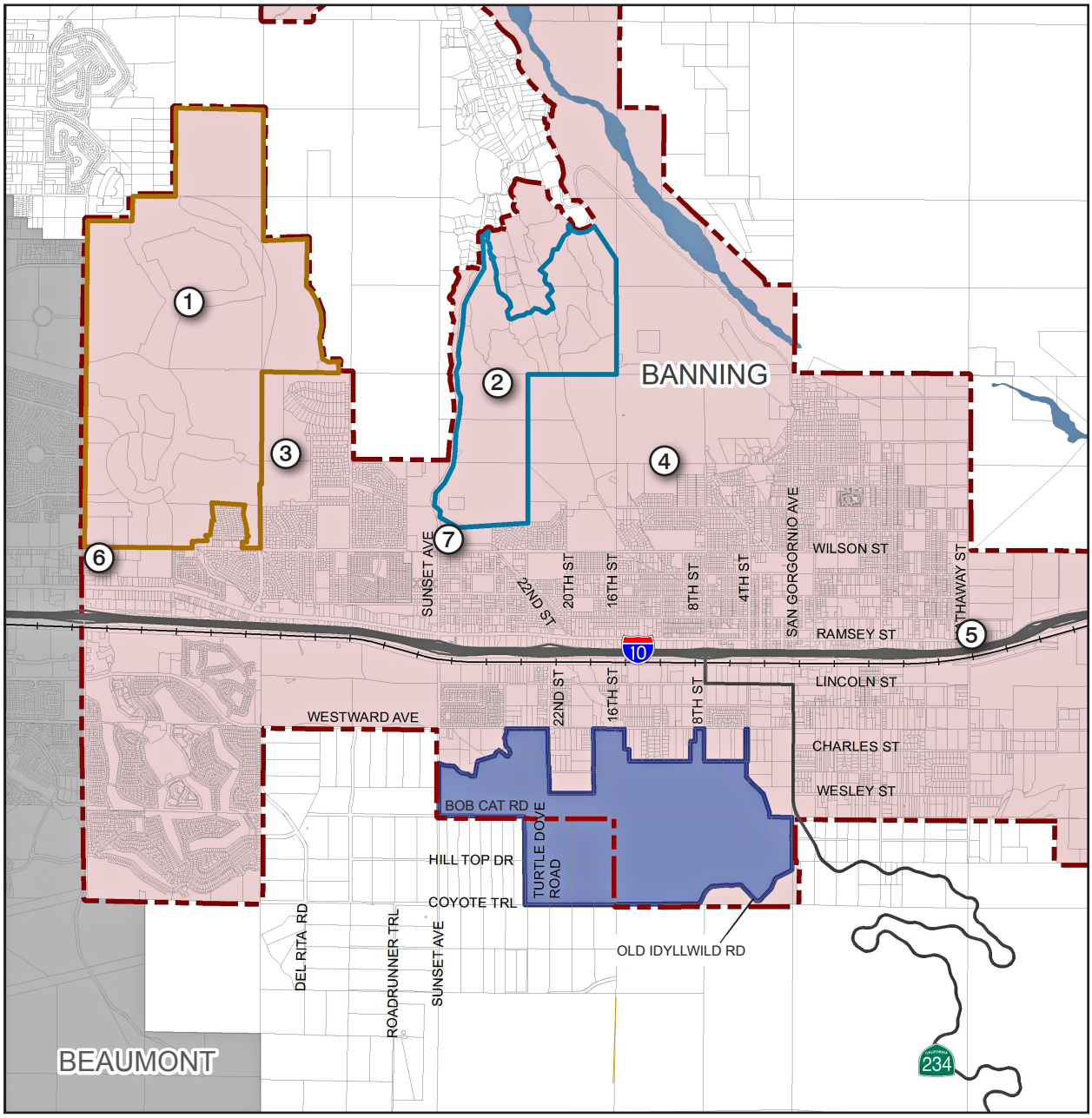
0 1
Scale (Miles)

Base Map Source: ESRI, 2016

4. Environmental Setting

This page intentionally left blank.

Figure 4-2 - Related Projects
4. Environmental Setting



City of Banning Boundary
Loma Linda Specific Plan
Butterfield Specific Plan
Specific Plan Area
Railroads

1. Butterfield Specific Plan
2. Loma Linda Specific Plan
3. Fiesta Development, TTM No. 30906
4. St. Boniface/Gilman Project, TTM No. 33540
5. O'Donnell Business Park
6. San Gorgonio Memorial Hospital Expansion
7. Tentative Tract Map No. 36939

0 1
Scale (Miles)

Base Map Source: ESRI, 2016

4. Environmental Setting

This page intentionally left blank.