



4.11 LAND USE AND PLANNING

This section describes the existing land uses on the Development Site and in its vicinity, analyzes the potential impacts of Development Project implementation related to land use and planning, and evaluates the compatibility of the Development Project with surrounding land uses and relevant policy and planning documents. The consistency analysis presented in this section was prepared in compliance with *CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the City of Banning (City) General Plan, the City's General Plan Land Use Map, the City's Zoning Code, the City's Zoning Map, the County of Riverside (County) General Plan, and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). In addition, pursuant to *CEQA Guidelines* Section 15125(d), this Environmental Impact Report (EIR) evaluates the Development Project's consistency with other applicable planning documents as they relate to specific topical sections within **Chapter 4.0**.

While development of the Mt. San Jacinto College (MSJC) Site is not anticipated at this time, a programmatic discussion of potential impacts related to land use and planning that may result from future development of that site is provided in **Chapter 5.0** of this EIR.

4.11.1 Scoping

The City received nine comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-2** of this EIR. No comment letter(s) included comments related to land use and planning.

No comments pertaining to land use and planning were received during the Scoping Meeting that occurred on Thursday, February 18, 2021.

4.11.2 Methodology

The impact analysis presented in this Land Use and Planning section evaluates potential physical impacts of the Development Project on land use compatibility and considers whether the Development Project would result in a conflict with relevant land use plans, policies, or regulations contained in applicable planning documents adopted by the City and other agencies for the purpose of avoiding or mitigating an environmental effect that could cause a significant environmental impact.

This section also analyzes the Development Project's consistency with applicable land use plans. A project's inconsistency with a plan or policy is only considered significant if such inconsistency would result in a significant physical environmental impact (per *CEQA Guidelines* Section 15382). This EIR section determines whether or not the Development Project would conflict with any adopted land use policies or programs that would result in such an impact. Under this approach, a policy or program conflict is not in and of itself considered a significant environmental impact. An inconsistency between the Development Project and an applicable plan is a legal determination that may or may not indicate the likelihood of an environmental impact. In some cases, an inconsistency may result in an underlying physical impact that is significant and adverse.



4.11.3 Existing Environmental Setting

The Development Site is in the City of Banning, in western Riverside County, and consists of approximately 533.8 acres located south of Interstate 10 (I-10) and the Union Pacific Railroad (UPRR), between Highland Home Road and Sunset Avenue. The Northern Portion of the Development Site consists of approximately 280.1 acres located in the City of Banning; while the Southern Portion of the Development Site consists of approximately 253.7 acres within the City of Banning's Sphere of Influence (SOI) within the unincorporated area of Riverside County.

The Development Site is undeveloped and has been historically used for agricultural practices (dryland farming and grazing). Four well houses operated by the City's Water Division are located south of the future Sun Lakes Boulevard (SLB) Extension on land owned by the City. A petroleum pipeline is located along the north side of the future SLB Extension, marked by signs, flags, and spray paint. A natural gas pipeline crosses the northern half of the Development Site, marked by signs and exposed where the pipeline crosses the existing natural drainages. City water facilities operate on several parcels south of the future SLB Extension. As previously referenced, the future extension of Sun Lakes Boulevard (21.0 acres) and existing City-owned well sites (0.8 acre) are Not a Part (NAP) of the Development Project but are considered in this EIR as a related project. Overhead and underground utility lines are present along the perimeter of the Development Site. No standing structures are currently located within the Development Site, which is currently fenced along its perimeter.

The existing pattern of land use adjacent to the Development Site is identified as follows:

- **North:** The UPRR and associated right-of-way are located directly north of the Development Site. Sunset Avenue is grade separated from the UPRR and maintains access with I-10 through a full interchange. Commercial uses are located along West Ramsey Street north of I-10.
- **West:** The Sun Lakes Community, an age-restricted residential development centered on the Sun Lakes Country Club, is located west of the Development Site within the *Sun Lakes Specific Plan (SLSP)*, a 975-acre area generally bounded by I-10, Highland Springs Road, and Highland Home Road. A recreational vehicle storage area is located directly west of the Development Site, north of the future SLB Extension. Within the SLSP, an assisted living facility is located north of Sun Lakes Boulevard. This area west of the Development Site is heavily developed and also includes commercial and office uses. The SLSP was recently amended to allow Retail/Service, Business/Warehouse, and Office/Professional uses in the area between I-10 and Sun Lakes Boulevard. General Plan and Zoning designations to the west in the SLSP include General Commercial, Business Park, High Density Residential, Open Space – Parks, Medium Density Residential, Professional Office, and Open Space – Resources.
- **East:** North of Lincoln Street, a business park, light industrial, and storage uses intermingled with larger lot residential uses are located east of Sunset Avenue. Several single-family neighborhoods have developed east of Sunset Avenue, south of Lincoln Street. The MSJC San Gorgonio Campus is located east of Sunset Avenue, south of Westward Avenue. Current development on the MSJC campus includes an administration building, two classroom buildings, a facilities building, and an ancillary surface parking lot. Scattered rural residential uses are located farther west of the MSJC property. The *Rancho San Gorgonio Specific Plan (RSGSP)*, an approximately 831-acre master-



planned community, is located east of Sunset Avenue across from the Southern Portion of the Development Site.

- **South:** Large-lot residential uses and agricultural operations (ranching/grazing) are located south of Bobcat Road.

The Northern Portion of the Development Site (within the City of Banning) has the following General Plan land use/zoning designations: General Commercial, Low Density Residential (0 to 5 dwelling units/acre), Medium Density Residential (0 to 10 dwelling units/acre), High Density Residential (11 to 18 dwelling units/acre), Open Space – Parks, and Open Space – Resources. In compliance with Government Code Section 66300, the City will concurrently designate this residential capacity elsewhere within the City to avoid a net loss of residential capacity with implementation of the Development Project. The Southern Portion of the Development Site (south of the SLB Extension) is located within the City's SOI; however, Riverside County is the governing jurisdiction of this area until the land is annexed into the City of Banning. The Southern Portion of the Development Site is designated in the County General Plan as Low Density Residential land use and is zoned as A-1, Light Agriculture. As the Southern Portion of the Development Site is within the City's SOI, the City has given this area the following advisory General Plan designation: Low Density Residential, Medium Density Residential, High Density Residential, Open Space – Parks, Open Space – Resources, and Public Facilities – Government. The City identifies zoning in the City with the same designation as the General Plan; accordingly, these advisory General Plan designations also could be seen to establish pre-zoning of the Southern Portion of the Development Site by the City. The Development Project would modify these General Plan designations and provide revised pre-zoning for this portion of the Development Site. Pre-zoning of the Southern Portion of the Development Site would not be effective until this area is annexed into the City (see Government Code Section 65859[a]). The Southern Portion of the Development Site is not under City jurisdiction and is not located in an affected County as defined in Government Code Section 66300. Adjacent properties have the following land use/zoning designations:

- **North:** Public Facilities – Railroad/Interstate, General Commercial (north of I-10).
- **West:** Sun Lakes Specific Plan.
- **East:** Rancho San Gorgonio Specific Plan, Public Facilities, Medium Density Residential, General Commercial.
- **South:** The properties located within unincorporated Riverside County south of Bobcat Road are assigned a Riverside County General Plan designation of Agricultural (AG) and are zoned A-1 (Light Agriculture).

The existing land use patterns on the Development Site and adjacent properties are shown in **Figure 3-4 in Chapter 3.0** of this EIR. The existing land use designations of the Development Site and adjacent areas are provided in **Figure 3-5 in Chapter 3.0** of this EIR.

The Development Project seeks to entitle and permit, through General Plan amendment where the underlying zoning is not consistent, development of the 533.8-acre Development Site with 47.9 acres



of freeway-oriented General Commercial land uses and 392.0 acres of Industrial land uses, with the remaining 65.6 acres designated as Open Space – Resources (53.0 acres) or Open Space – Parks (12.6 acres) or assigned for circulation features (28.3 acres). The proposed Specific Plan would establish zoning regulations for each proposed use type, including, but not limited to, allowed uses, intensity of use, building heights, setbacks, lot area and dimensions, parking, landscaping, and signage, as well as identify on-site circulation and infrastructure improvements necessary to support the Development Project components. Development Project entitlements would include annexation of the County portion of the Development Site into the City of Banning, a General Plan Amendment, zoning changes, and adoption of the Specific Plan, as well as approval of subdivision maps and a Pre-Annexation and Development Agreement.

4.11.4 Regulatory Setting

4.11.4.1 Federal Regulations

There are no federal regulations applicable to the Development Project regarding land use and planning.

4.11.4.2 State Regulations

California State Planning and Zoning Law. This law, which is codified in California Government Code sections 65000–66037, delegates most of the State’s local land use and development decisions to cities and counties. The California Government Code establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning. California Government Code Section 65302 requires that all California cities and counties include the following seven elements in their general plan: land use, circulation, housing, conservation, open space, noise, and safety. Cities and counties in the South Coast Air Quality Management District must also address air quality in their general plans. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.¹

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). This statute requires California’s regional planning agencies to include a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy in their Regional Transportation Plans (RTP). Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (ARB). If the emissions reduction targets cannot be met through the SCS, an Alternative Planning Strategy (APS) may be developed that shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 also

¹ Senate Bill 1000 (SB 1000), adopted in 2016, requires both cities and counties that have disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local government already has EJ goals, policies, and objectives, must happen “upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018.”



offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

The requirements of SB 375 are reflected in the 2020 RTP/SCS adopted by the Southern California Association of Governments (SCAG), which serves as the regional planning agency in the six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The 2020–2045 RTP/SCS is discussed in further detail below.

Government Code 66300 et seq. (Housing Crisis Act). Government Code 66300 et seq. has restrictions on implementing new development policies, standards, or conditions that may restrict housing developments, including any initiatives or referendums voted into law by the general populace. Cities and counties are restricted from implementing any new development policies, standards, or conditions that have any of the following effects with respect to residential land use:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density, or floor area ratio, (ii) new or increased open space or lot size requirements, (iii) new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations, and (iv) anything that would lessen the intensity of housing.
- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018 unless the City concurrently designates for residential use and rezones other land in the City in order to ensure there is no net loss in residential capacity in the City.
- A moratorium, or similar restriction or limitation, on housing development, including mixed-use development, unless it is necessary to specifically protect against an imminent threat to the health and safety of persons in the affected jurisdiction.
- After January 1, 2020, any new design standards that are not objective design standards.
- Enforcement of any rule that: (i) limits land use approvals or limits the issuance of permits necessary for the approval and construction of housing, (ii) imposes a cap on the number of housing units, or (iii) limits the population. This restriction, however, does not apply to any laws passed prior to January 1, 2005, in cities or counties that are predominantly agricultural.
- Demolishing any existing housing units, unless the housing development project would create at least as many housing units.

The Development Project would remove the existing on-site residential designations from the Northern Portion of the Development Site, and Government Code Section 66300 would apply to that



modification.² Based on density ranges permitted in existing residential areas on site, land use changes resulting from implementation of the Development Project would remove the potential for the development of 1,146 residential units from the Development Site. The 1,146 residential units would instead be entitled on an adjacent 49.2-acre site (MSJC Site) located in the City of Banning and owned by the Mt. San Jacinto Community College District (MSJCCD). The potential development of residential units on the MSJC Site is analyzed at a programmatic level in **Chapter 5.0** of this EIR.

4.11.4.3 Regional Regulations

The Development Site is covered by several planning documents and programs that have varying degrees of regulation over use of the Development Site. The following paragraphs discuss regional regulations, plans, and policies applicable to the Development Site that are analyzed in this EIR section.

Southern California Association of Governments. As discussed above, regional planning in Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties is conducted by SCAG. SCAG is also the federally designated Metropolitan Planning Organization (MPO) for these six counties. As the designated MPO, SCAG is mandated by the federal government to research and prepare plans for transportation, a growth forecast, hazardous waste, and air quality. The growth forecast serves as the foundation of these plans. Of the various plans adopted by SCAG, the Regional Comprehensive Plan and the 2020–2045 RTP/SCS are relevant to the Development Project.

Regional Comprehensive Plan and Guide. In 2008, SCAG adopted the Regional Comprehensive Plan (RCP) for the purpose of providing a comprehensive strategic plan for defining and solving housing, traffic, water, air quality, and other regional challenges. The 2008 RCP has two primary objectives in implementing this strategic plan: (1) integrating transportation, land use, and air quality planning approaches, and (2) outlining key roles for public and private sector stakeholders to implement reasonable policies regarding transportation, land use, and air quality approaches. While the 2008 RCP outlines several policies to inform local decision-makers within the SCAG region with respect to policy and planning decisions, these policies are considered recommendations and are not mandated by law. With respect to land use policy, the 2008 RCP includes a Land Use and Housing chapter that aims to link land use and transportation planning decisions to the projected population and economic growth in the SCAG region. Specifically, the Land Use and Housing chapter of the 2008 RCP promotes sustainable planning for land use and housing in the SCAG region by maximizing the efficiency of the existing circulation network, providing a greater variety in housing types, promoting a diverse and growing economy, and protecting the existing natural environment. The 2008 RCP identifies 2 percent Strategy Areas as part of the Sustainability Planning Grant (formerly known as Compass Blueprint growth vision);

² The City has determined that the provisions of the Act only apply to property over which the City had land use and zoning authority in January 2018. Since (a) the Southern Portion of the Development Site is not in the City, and the zoning would not be effective until this area is annexed into the City (see Government Code Section 65859[a]), and (b) the property is not in a portion of the county designated as an urbanized area within the meaning of the statute (Government Code Section 66300[a][2]), the provisions of the Act do not apply to the Southern Portion of the Development Site.



however, these areas have since been updated and replaced by the High-Quality Transit Areas (HQTAs) identified in the 2016–2040 RTP/SCS.

Regional Transportation Plan/Sustainable Communities Strategy. On September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians, including consideration of housing-jobs balance within the region. Connect SoCal was developed through a 4-year planning process involving rigorous technical analysis, extensive stakeholder engagement, and robust policy discussions with local elected leaders, who make up SCAG’s policy committees and Regional Council. SCAG’s leadership explored the challenges and barriers to the transformative change the region needs to address demographic and economic shifts, including an increasingly aging and economically inequitable society. SCAG’s analysis considered both the physical constraints and economic barriers of continuing to grow rapidly on the fringes of the region. SCAG’s policy committees reviewed and discussed emerging technologies and transportation innovations aimed at relieving congestion, while reducing emissions. The following goals in the 2020–2045 RTP/SCS are applicable to the Development Project:

1. Encourage regional economic prosperity and global competitiveness.
2. Reduce greenhouse gas emissions and improve air quality.
3. Support healthy and equitable communities.
4. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
5. Promote conservation of natural and agricultural lands and restoration of habitats.

Western Riverside County Multiple Species Habitat Conservation Plan. The MSHCP, implemented in 2003 by the Western Riverside County Regional Conservation Authority (RCA), covers 1.26 million acres (1,970 square miles), 146 species, and 14 natural communities, extending from the western county boundary to the San Jacinto Mountains. Approximately 506,000 acres of land within the MSHCP are planned for conservation.

The purpose of the MSHCP is to conserve large contiguous blocks of habitat to maintain species richness and density, to ensure population viability, to protect habitats from development encroachment, and to reduce non-native species invasion. The MSHCP is divided into Criteria Areas. The Criteria Area consists of quarter-section (161-acre) criteria cells within the MSHCP planning boundary that would be used to assemble 153,000 acres of new conservation land (the Conservation Area). The MSHCP provides for the assembly of a Reserve consisting of Core Areas and Linkages for the conservation of covered species. The MSHCP provides an incentive-based program, the Habitat



Evaluation and Acquisition Negotiation Strategy, for adding land to the MSHCP. A Core is the largest planning unit, and its extent is large enough to support populations of several species. A Linkage is a habitat connection between Cores that is wide and long enough to provide live-in habitat and movement corridors for plants, herbivores, and carnivores. Projects in proximity to the MSHCP Conservation Area may result in edge effects that would adversely affect biological resources within the MSHCP Conservation area. MSHCP Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4) are intended to reduce such indirect effects. The MSHCP requires focused surveys for special-status plant and animal species for project sites within designated survey areas when potential suitable habitat is present. In addition to species that have designated survey areas, surveys for listed riparian birds are required when suitable riparian habitat is present, and surveys for listed fairy shrimp species are required when vernal pools or another suitable habitat is present.

Goals for each special-status species are identified in the MSHCP. A development project subject to the MSHCP must either demonstrate that the conservation goals for each covered species identified on site have been met or prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report enumerating mitigation measures to achieve equivalent or superior preservation for each not conserved covered species through deed restriction, conservation easement, or other appropriate method. Mitigation measures may include restoration and/or enhancement of on-site and/or off-site habitat. The Development Site is within the MSHCP plan area; however, it is not within any criteria cells.

4.11.4.4 Local Regulations

City of Banning General Plan. The City of Banning adopted its current General Plan in 2006, with updated Circulation and Housing elements adopted in 2013 and 2021, respectively. The Community Development chapter includes elements for circulation, housing, economic development, land use, and parks and recreation. This chapter outlines where and how the City of Banning would develop. The Development Project would be required to comply with land use designations outlined in the City's General Plan.

City of Banning Code of Ordinances. Chapter 17.96 Specific Plans of the Banning Code of Ordinances establishes uniform procedures for the adoption and implementation of Specific Plans. A Specific Plan is required to include a text and diagram which contain all of the provisions outlined in Government Code Sections 65451 and 65452, in addition to all data and related exhibits required by the Community Development Department. A Specific Plan may be adopted by the City Council if the following determinations are made:

- The proposed Specific Plan is consistent with the General Plan;
- The proposed Specific Plan would not be detrimental to the environment, or to the public interest, health, safety, convenience, or welfare of the City;
- The subject property is physically suitable for the requested land use designation(s) and the anticipated development(s); and



- The proposed Specific Plan shall ensure development of desirable character, which would be compatible with existing and proposed development in the surrounding neighborhood.

County of Riverside General Plan. The County of Riverside adopted its current updated General Plan in 2021. The land use element provides policies applicable to land uses in the Southern Portion of the Development Site, which currently lies outside the City of Banning, within unincorporated Riverside County. This means Riverside County General Plan policies would apply to this portion of the Development Site. However, prior to construction, the Southern Portion of the Development Site would be annexed by the City of Banning. This action would result in the entire Development Site lying within the area covered by the City of Banning’s General Plan policies. For the purposes of this analysis, applicable policies from the Riverside County General Plan are listed but not analyzed for consistency because they are inapplicable as the Development Project will not be developed in the County of Riverside’s jurisdiction.

County of Riverside Zoning Ordinance. The Southern Portion of the Development Site is outside the City limits, within unincorporated Riverside County. The Riverside County General Plan and Zoning Ordinance cover this portion of the Development Site. The Zoning Ordinance establishes what land uses are allowed throughout the County and also establishes compatible land uses within the vicinity of or adjacent to the Development Site that are within the County. However, prior to construction, the Southern Portion of the Development Site would be annexed by the City of Banning. This action would result in the entire Development Site lying within the jurisdiction of the City of Banning, and the property would thereafter be subject to City General Plan land use designations and zoning requirements.

Banning Municipal Airport Master Plan. The Development Site lies approximately 3 miles due west of the Banning Municipal Airport. The 2007 Banning Municipal Airport Master Plan indicates that land uses consistent with airport operation, especially with potential noise impacts, include industrial uses to support the airport itself, and other industrial uses.

4.11.5 Thresholds of Significance

The thresholds for land use and planning impacts used in this analysis are based on Appendix G of the *CEQA Guidelines*. Land use and planning impacts associated with implementation of the Development Project may be considered significant if the Development Project would:

Threshold 4.11.1: Physically divide an established community.

Threshold 4.11.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.6 Project Impacts

4.11.6.1 Physical Division of an Established Community

Threshold 4.11.1: Would the Development Project physically divide an established community?

Section 4.1.1.3 describes the existing condition of the Development Site and the surrounding areas.



Under current Development Site conditions, Westward Avenue connects the communities on the east and west sides of the Development Site but does not cross the Development Site in a developed condition. Westward Avenue is currently a two-lane unpaved roadway between Highland Home Road and Sunset Avenue. East of Sunset Avenue, Westward Avenue is a two-lane paved roadway. To the south of the Development Site, Bobcat Road connects to Sunset Avenue on the east side of the Development Site but is also unimproved. In the existing condition, Bobcat Road is a compressed dirt road that traverses the wash at grade near the southeast corner of the Development Site. These roads would be retained with the current design of the Development Project, maintaining connectivity for the existing communities surrounding the Development Site. Bobcat Road would be paved with two lanes in each direction, curbing, and sidewalks in both directions, within the existing 66-foot right-of-way. Westward Avenue would be paved similar to Bobcat Road as part of the SLB Extension. Additionally, the Development Project would include new paved roadways that would connect to the existing roadways, providing additional options for crossing the Development Site and maintaining connectivity of the current communities.

The Development Project would bring additional traffic to the area because of the commercial and industrial operations that would be developed, but the additional roadways are designed to connect the Development Project to the surrounding areas. Hence, this potential impact would be minimized through Development Project design. These design features include the additional roadways noted above to accommodate the additional traffic generated by the Development Project, as well as sufficient parking for the additional vehicle traffic from workers and visitors to uses on the Development Site. With these design features, potential impacts from additional traffic on the connectivity of the existing communities would be less than significant. Implementation of the Development Project would not physically divide an established community because it would contribute to further urbanization of the area and facilitate connecting existing development to the Development Project, and impacts to the existing communities adjacent to the Development Site would be *less than significant*.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Regulatory Compliance or Mitigation Measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

4.11.6.2 *Conflict with Land Use Plans, Policies or Regulations*

Threshold 4.11.2: Would the Development Project cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The City of Banning General Plan land use designations at the Development Site include general commercial on the northeast corner, low and medium density residential areas throughout the Development Site, high density residential on approximately 17.2 acres of land on the east side of the Development Site, parks and resources open spaces, and Public Facilities –Government near the center of the Development Site. The Development Project as designed would reduce the open space land uses by 10 acres as identified in the General Plan Land Use Map but would preserve more of the



Development Site for resource conservation than does the existing zoning and would be consistent with applicable MSHCP guidelines and goals, as discussed in **Section 4.4** of this EIR. As discussed in **Section 4.16** of this EIR, the Development Project would contribute to park and recreation facilities in the City through the development of the 5.0-acre passive park that would be developed as part of the Development Project and conveyed to the City and through retaining the balance of the Open Space Planning Area as passive open space, which may include trails.

While the Development Project does not include the variety of residential land uses identified in the General Plan Land Use Map, the proposed industrial and general commercial land uses do not conflict with adjacent residential neighborhoods and comply with the City's stated goal of encouraging industrial growth in the City to accommodate demand in the Inland Empire.³ **Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan** provides a consistency analysis of all applicable goals and policies within the City of Banning General Plan and the Development Project.

The County of Riverside General Plan⁴ guides development and provides policies applicable to unincorporated areas of Riverside County, including the Southern Portion of the Development Site. **Table 4.11.B: Applicable Riverside County General Plan Goals and Policies** provides a list of the goals and policies from the Riverside County General Plan applicable to the Development Project.

As detailed in **Table 4.11.A**, identifying relevant City land use policies, through current design, implementation of project design features, conditions of approval, mitigation measures, and ongoing consultation with the City of Banning and applicable agencies, the Development Project would be consistent with goals and policies from the City of Banning General Plan. The current land use designation of the Development Site includes portions of the Development Site that are designated open space. These portions would be retained as open space and/or a public park under current design. The remaining portions of the Development Site are currently designated for residential land uses and would need to be re-zoned for industrial uses. This change would be consistent with the City of Banning's General Plan goals and would not conflict with existing adjacent land uses.

As referenced in **Table 4.11.A**, the Development Project would implement Conditions of Approval (COAs) to maintain consistency with the City of Banning General Plan Policy 6, which states, "The City shall maintain peak hour Level of Services C or better on all local intersections, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained." While level of service (LOS) is no longer the standard by which transportation impacts are evaluated pursuant to the California Environmental Quality Act (CEQA), the LOS analysis determines whether the Development Project traffic would result in an intersection's LOS to worsen and exceed the City's LOS thresholds or result either in the average delay or average critical delay to exceed the City's intersection delay thresholds under existing and cumulative conditions. These thresholds vary depending on the street classifications as well as whether or not the intersection is on a State route.

³ City of Banning Community Development Department. 2006. General Plan and Amendments. Chapter III – Community Development. Website: <http://banning.ca.us/468/General-Plan-Amendments>.

⁴ County of Riverside. 2021. General Plan, Land Use Element. Website: https://planning.rctlma.org/Portals/14/genplan/2021/Ch03_Land%20Use_06.29.21.pdf.



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
Land Use Element-Residential Goals and Policies	
Goal 1: Preserve and enhance the City's neighborhoods.	
<p>Policy 1: The land use map shall provide a range of housing densities while considering land use compatibility with non-residential land uses.</p>	<p>Consistent: While the designated residential land uses on the General Plan Land Use Map would need to be updated to accurately portray the land uses of the Development Project, in compliance with Government Code Section 66300, the City will concurrently designate the residential capacity elsewhere in the City to avoid a net loss of residential capacity at or prior to the consideration of the Development Project. Therefore, the Development Project is consistent with the goal of providing a range of housing densities within the City while accommodating industrial facilities to meet demand in the Inland Empire, as outlined in the General Plan, and this change in land use designation is not inconsistent with adjacent land uses.</p>
<p>Policy 2: Projects adjacent to existing neighborhoods shall be carefully reviewed to assure that neighborhood character is protected.</p>	<p>Consistent: The Development Project would not negatively affect the character of the surrounding residential neighborhoods. The Development Project would not negatively affect traffic into, out of, or within the communities adjacent to the Development Site.</p>
Land Use Element-Commercial and Industrial Goals and Policies	
<p>Commercial Goal: Complementary commercial uses, which meet the needs of the City's residents, increase the City's revenues, and provide a range of employment opportunities.</p>	
<p>Industrial Goal: A balanced mix of non-polluting industrial land uses which provide local jobs for the City's residents.</p>	
<p>Policy 1: The land use map shall include sufficient commercial lands to provide a broad range of products and services to the City and region, while carefully considering compatibility with adjacent residential lands.</p>	<p>Consistent: The current land use map provides for commercial uses, and the Development Project is consistent with the General Plan's stated goal of encouraging a broad range of commercial products and services to the City and region, while carefully considering compatibility with adjacent residential lands.</p>
<p>Policy 3: The Zoning Ordinance shall include principles, design standards and guidelines, which encourage the development of high-quality commercial projects.</p>	<p>Consistent: Through design standards and guidelines imposed by the Specific Plan, the Development Project would be consistent with current design standards and guidelines.</p>
<p>Policy 5: The City shall coordinate with the Banning Unified, the Beaumont Unified School Districts and the Mount San Jacinto Community College to provide vocational education to support commercial and industrial businesses in the City and surrounding areas.</p>	<p>Consistent: The commercial and industrial development contemplated for the Development Project would provide construction and long-term commercial, retail, hospitality, and industrial and warehouse job opportunities for current and future students within the public school and college districts in the City of Banning and vicinity.</p>
<p>Policy 7: The land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands.</p>	<p>Consistent: As noted above, the Development Project would provide the City with additional industrial zoning, in which uses would provide jobs for residents. Design standards and guidelines imposed by the Specific Plan would ensure that uses in the proposed industrial zoning would be compatible with adjacent lands.</p>
<p>Policy 8: Industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential</p>	<p>Consistent: The Development Site lies along a main arterial road in Sunset Avenue and Westward Avenue, with direct access to Interstate 10 along Sunset Avenue. This location</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
traffic impacts associated with tractor-trailers are minimized.	would accommodate tractor-trailer traffic while minimizing impacts to adjacent land uses. No truck access would be allowed to the west on Sun Lakes Boulevard toward Highland Springs Avenue.
Policy 10: The Zoning Ordinance shall include principles, design standards and guidelines, which encourage the development of high-quality industrial projects.	Consistent: Through design standards and guidelines imposed by the Specific Plan, the Development Project would be consistent with current design standards and guidelines.
Policy 11: Industrial campuses and master planned projects are encouraged.	Consistent: The Development Project is a Specific Plan potentially including various commercial and industrial uses consistent with the General Plan's stated goal of encouraging master planned projects and accommodating demand for industrial space in the Inland Empire.
Land Use Element-Public Facilities Goals and Policies	
Goal: Sufficient and appropriately located public facilities to serve the needs of the City's residents, businesses, and visitors.	
Policy 1: The City shall take a leadership role with all providers of public services in the community to assure they provide adequate and quality levels of service based on future demands.	Consistent: With the adoption of the Specific Plan the City will ensure public services are adequately provided at the Development Site for the contemplated development.
Land Use Element-Open Space Goals and Policies	
Goal: The conservation and management of open space areas to provide recreational opportunities and protect important resources in perpetuity.	
Policy 1: Lands preserved through conservation easements, acquired by private or public agencies, or dedicated for open space shall be designated for the appropriate Open Space land use category on the land use map as they are preserved.	Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current Development Project design.
Policy 3: The City of Banning shall protect the peaks and ridgelines within the City, and encourage coordination with adjacent jurisdictions to protect the peaks and ridgelines within the City's area of influence, to protect the historic visual quality of the hillside areas and natural features of the Pass area.	Consistent: The Development Site does not contain any peaks or ridgelines within the City or in the vicinity. The naturally occurring drainage areas that traverse the Development Site would be retained under current design.
Economic Development Element	
Goal: A balanced, broadly based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection.	
Policy 1: General Plan land use designations and allocations would facilitate a broad range of residential, commercial, industrial and institutional development opportunities.	Consistent: The Development Project is consistent with the General Plan's goal to facilitate commercial and industrial development in the City to accommodate demand in the Inland Empire.
Policy 2: The City shall take a proactive role in the retention of existing businesses and the recruitment of new businesses, particularly those that generate and broaden employment opportunities, increase discretionary incomes, and contribute to City General Fund revenues.	Consistent: The Development Project is consistent with the General Plan's stated goal of encouraging economic growth and job opportunities within the City and accommodating demand for industrial and commercial space in the Inland Empire.



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
<p>Policy 3: Encourage and promote infill development in orderly and logical development patterns that decrease the costs, and increase the efficiency of new utilities, infrastructure, and public services.</p>	<p>Consistent: The Development Project is located in an area served by infrastructure, utilities, and public services, and meets the criteria of infill development in this policy.</p>
<p>Policy 6: Encourage and facilitate highway-serving commercial development at appropriate Interstate-10 interchanges within the City limits.</p>	<p>Consistent: The current land use map provides for commercial uses. The Development Project is located south of the Interstate 10 exit at Sunset Avenue, and the Development Project provides highway-serving commercial development including Travel Center Retail Uses, a Fueling Facility, and a hotel.</p>
<p>Policy 8: In order to maintain existing economic activities and attract new commercial and industrial development, the City shall assure the provision of adequate utilities, infrastructure, and other capital facilities.</p>	<p>Consistent: The Development Project is located in an area served by infrastructure, utilities, and public services, and has adequate utilities, facilities, and infrastructure to serve the Development Project, and would pay its fair share of fees toward capital improvement projects.</p>
<p>Policy 9: All development interests, including residential, commercial and industrial project proponents, shall be responsible for their fair share of on-site and off-site improvements required to support their development proposals. Such improvements may include, but are not limited to, street construction and signalization, grade separation, utility extension, drainage facilities, and parks.</p>	<p>Consistent: The Development Project, in coordination with the City and all other applicable agencies, would pay into the County Transportation Uniform Mitigation Fee (TUMF) program, would pay local impact fees, and/or would construct its fair share of street improvements and off- and on-site infrastructure to support the Development Project.</p>
Circulation Element	
Goal: A safe and efficient transportation system.	
<p>Policy 1: The City's Recommended General Plan Street System shall be strictly implemented.</p>	<p>Consistent: The Development Project is consistent with the General Plan Street System and would not significantly affect circulation within or adjacent to the Development Site.</p>
<p>Policy 2: Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.</p>	<p>Consistent: The Development Project is consistent with the General Plan Street System and would not significantly affect circulation within or adjacent to the Development Site.</p>
<p>Policy 6: The City shall maintain peak hour Level of Service C or better on all local intersections, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained.</p>	<p>Consistent: With the implementation of Conditions of Approval (COAs), the Development Project is consistent with the General Plan Street System and would not significantly affect circulation within or adjacent to the Development Site.</p>
<p>Policy 7: New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.</p>	<p>Consistent: The Development Project, in coordination with the City and all other applicable agencies, would pay into the County TUMF program, would pay local impact fees, and/or would construct its fair share for street improvements for which it has an impact.</p>
<p>Policy 8: Traffic calming devices shall be integrated into all City streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.</p>	<p>Consistent: The Development Project will integrate traffic calming devices into new City streets constructed for the Development Project to the greatest extent possible and will work with the City to design and construct any new streets in connection with the Development Project to achieve desired speeds.</p>
<p>Policy 9: Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.</p>	<p>Consistent: The Development Project is consistent with the General Plan Street System and design and would not</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
	significantly affect trees within the City right-of-way adjacent to the Development Site.
Policy 10: Sidewalks shall be provided on all roadways 66 feet wide or wider. In Rural Residential land use designation pathways shall be provided.	Consistent: The Development Project is consistent with the General Plan Street System and would not significantly affect circulation within or adjacent to the Development Site.
Policy 14: The City shall aggressively pursue the construction of all-weather crossings over General Plan roadways.	Consistent: Table III-18 Buildout Bridges of the City of Banning General Plan Circulation Element identifies all-weather crossings of General Plan roadways. The table identifies Sunset Avenue at Pershing Channel; Sun Lakes Boulevard at Smith Creek; Westward Avenue (Sun Lakes Boulevard Extension) at Pershing Channel; and Lincoln Street at the east fork of Smith Creek and at Pershing Channel. As discussed in Chapter 3.0 of this EIR, the Sunset Avenue Bridge and Sun Lakes Boulevard Extension, two City initiated projects, would be developed separately from the Development Project. However, as discussed in COA-TRA-31 below, the Development Project would include culvert crossings of the Lincoln Street east fork of Smith Creek and Pershing Channel crossings. The Development Project is consistent with the General Plan Street System and requirements.
Policy 19: Bus pullouts shall be designed into all new projects on arterial roadways, to allow buses to leave the flow of traffic and reduce congestion.	Consistent: The Development Project does not include the development of bus pullouts; however, as shown on Figure 3-9 in Chapter 3.0 of this EIR, the internal circulation network provides an opportunity for new bus stops to be added to the Banning Connect transit system. As part of its annual review, Banning Connect would review transit service and bus stop locations in the area of the Development Site as uses are constructed and occupied on the site.
Policy 25: The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.	Consistent: While the Development Project does not include the development of bike lanes on the Development Site, bicycle parking and bicycle racks would be provided on site. The Development Project would not preclude future development of bicycle lanes by others off site.
Policy 27: The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.	N/A
Parks and Recreation Element	
Goal 1: A high quality public park system with adequate land and facilities to provide recreational facilities and activities for the City's residents.	
Goal 2: A comprehensive bikeway, trail and walking path system that connects homes to work places, commercial venues and recreational facilities, and which enhances the safety and enjoyment of cyclists, equestrians and pedestrians	
Policy 4: Encourage the development of recreational programs and activities that serve all population segments, including children, the elderly and the disabled.	Consistent: The Development Project will develop a 5.0-acre public park.
Policy 5: The City shall consider alternative methods of providing park and recreational amenities to meet future population demands.	Consistent: The Development Project will develop a 5.0-acre public park.



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
<p>Policy 6: The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.</p>	<p>Consistent: While the Development Project does not include the development of bike lanes on the Development Site, bicycle parking and bicycle racks would be provided on site. The Development Project would not preclude future development of bicycle lanes by others off site.</p>
<p>Policy 8: The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.</p>	<p>N/A</p>
Water Resources Element	
<p>Goal: A balance of development, which assures the maintenance of the water supply and its continued high quality.</p>	
<p>Policy 1: New development projects proposing 50 units on property whose General Plan Land Use designation would allow 50 units, and/or 10 acres of commercial/industrial/other development, or more, whether through a tract map, Specific Plan or other planning application, shall be required to fund the provision of its entire water supply, either through SWP, recycled water or other means, as a condition of approval.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would comply with all applicable water supply regulations prior to approval for construction.</p>
<p>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.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would comply with all applicable landscaping regulations meant to reduce water demand prior to approval for construction.</p>
<p>Policy 3: The City shall require the use of recycled wastewater for new development, or where it is unavailable, the infrastructure for recycled water when it becomes available, as a means of reducing demand for groundwater resources.</p>	<p>Consistent: The Development Project would include piping for an on-site recycled water system and utilize it for irrigation if feasible. Through project design features, compliance with laws, and/or mitigation measures, the Development Project design would reduce potential groundwater extraction through drought tolerant landscaping and use of wastewater and recycled water where possible and would comply with all applicable water usage efficiency requirements and regulations meant to reduce water demand.</p>
<p>Policy 4: Require that all new development be connected to the sewage treatment system, or install dry sewers until such time as that connection is possible.</p>	<p>Consistent: The Development Project would comply with all applicable regulations regarding sewage treatment systems during construction and through operation of the Development Project.</p>
<p>Policy 5: The City shall provide guidelines for the development of on-site storm water retention facilities consistent with local and regional drainage plans and community design standards.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would comply with all applicable storm water retention regulations prior to approval for construction.</p>
<p>Policy 6: Coordinate with the San Geronio Pass Water Agency, Banning Heights Mutual Water Company and the Beaumont-Cherry Valley Water District, the California Regional Water Quality Control Board and other appropriate agencies to share information on potential groundwater contaminating sources.</p>	<p>Consistent: The Development Project would be coordinated with all applicable agencies regarding water supplies and potential groundwater contaminating sources.</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
<p>Policy 7: The City shall ensure that no development proceeds that has potential to create groundwater hazards from point and non-point sources, and shall confer with other appropriate agencies, as necessary, to assure adequate review and mitigation.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would comply with all applicable water usage and other applicable regulations meant to reduce potential to create groundwater hazards from point and non-point sources, and shall confer with other appropriate agencies, as necessary, to ensure adequate review and mitigation.</p>
<p>Open Space and Conservation Element</p>	
<p>Goal 1: Open space and conservation lands that are preserved and managed in perpetuity for the protection of environmental resources or hazards, and the provision of enhanced recreational opportunities and scenic qualities in the City.</p>	
<p>Goal 2: A balance between the City’s built and open space environment and local and regional protection and preservation of its unique environment.</p>	
<p>Policy 1: Identify and assess lands in the City, its sphere-of-influence and planning area, that are suitable for preservation as public or private, passive or active open space.</p>	<p>Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under proposed project design.</p>
<p>Policy 4: The City shall preserve all watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes</p>	<p>Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current project design. The existing washes through the Development Site would be retained through construction and operation.</p>
<p>Policy 5: The City shall preserve permanent open space edges or greenbelts that define the physical limits of the City and provide physical separation between adjoining neighborhoods.</p>	<p>Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current project design. Adjacent communities would be buffered by open space or a landscaped buffer.</p>
<p>Policy 6: Where practical, new development shall integrate pipeline, above- and under-ground utility corridors and other easements (including electric, cable and telephone distribution lines) into a functional open space network.</p>	<p>Consistent: As discussed in Chapter 3.0 of this EIR, all on-site electrical facilities would be undergrounded on the Development Site. The Development Project would integrate underground utility corridors at connections with existing off-site facilities, where practical.</p>
<p>Policy 7: Drought tolerant landscaping materials and design features shall be incorporated into parks, roadway medians, common area landscaping, public facilities and other appropriate open space lands to retain and preserve the natural environment.</p>	<p>Consistent: The Development Project, through design and/or mitigation measures, would comply with all applicable landscaping regulations meant to reduce water demand prior to approval for construction.</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
Biological Resources Element	
Goal: A pattern of community development that supports a functional, productive, harmonious and balanced relationship between the built and natural environment.	
Policy 1: The City shall continue to participate in the preservation of habitat for endangered, threatened and sensitive species.	Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current project design.
Policy 2: As part of the development review process, the City shall evaluate projects based on their impact on existing habitat and wildlife, and for the land's value as viable open space.	Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current project design.
Policy 4: Drainage channels, utility corridors and pipeline easements shall be preserved in natural open space to the greatest extent possible.	Consistent: The Development Project has been designed to preserve natural open space to the greatest extent possible. The three main drainage features on site (Pershing Creek, Smith Creek, and Highland Wash) would be maintained in their natural state with the exception of proposed roadways crossings/culverts. Additionally, the Development Project would include 65.6 acres of land designated for Open Space – Resources (53.0 acres) and Open Space – Parks (12.6 acres). The naturally occurring drainage areas that traverse the Development Site would be retained as open space under current design, consistent with General Plan land use designation.
Policy 5: The City shall promote the protection of biodiversity and encourage an appreciation of the natural environment and biological resources.	Consistent: The Development Site is consistent with the applicable MSHCP and is not within a Criteria Cell, Cell Group, Core, or Linkage. Portions of the Development Site currently designated as open space in the General Plan Land Use Map would be retained as open space under current project design.
Archaeological and Cultural Resources Element	
Goal: Documentation, maintenance, preservation, conservation and enhancement of archaeological and historic sites, artifacts, traditions and other elements of the City's cultural heritage.	
Policy 1: The City shall exercise its responsibility to identify, document and evaluate archaeological, historical and cultural resources that may be affected by proposed development projects and other activities.	Consistent: As discussed in Section 4.5 of this EIR, the Development Project would comply with all applicable regulations regarding archaeological, historical, and cultural resources that may be affected by the Development Project, and no significant impact would occur.
Policy 2: The City shall expand and enhance its historic preservation efforts.	Consistent: As discussed in Section 4.5 of this EIR, the Development Project would comply with all applicable regulations regarding archaeological, historical, and cultural resources that may be affected by the Development Project, and no significant impact would occur.



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
<p>Policy 3: Establish and maintain a confidential inventory of archaeological and historical resources within the City, including those identified by the Eastern Information Center (EIC) at the University of California, Riverside and in focused cultural resources studies.</p>	<p>Consistent: As discussed in Section 4.5 of this EIR, the Development Project would comply with all applicable regulations regarding archaeological, historical, and cultural resources that may be affected by the Development Project.</p>
<p>Policy 4: Sensitive archaeological and historic resources shall be protected from vandalism and illegal collection, to the greatest extent possible.</p>	<p>Consistent: As discussed in Section 4.5 of this EIR, the Development Project would comply with all applicable regulations regarding archaeological, historical, and cultural resources that may be affected by the Development Project, and no significant impact would occur.</p>
Air Quality Element	
<p>Goal: To preserve and enhance local and regional air quality for the protection of the health and welfare of the community.</p>	
<p>Policy 1: The City shall be proactive in regulating local pollutant emitters and shall cooperate with the Southern California Association of Governments and the South Coast Air Quality Management District to assure compliance with air quality standards.</p>	<p>Consistent: The Development Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 of this EIR.</p>
<p>Policy 2: The City shall continue to coordinate and cooperate with local, regional and federal efforts to monitor, manage and reduce the levels of major pollutants affecting the City and region, with particular emphasis on PM10 and ozone emissions, as well as other emissions associated with diesel-fueled equipment and motor vehicles.</p>	<p>Consistent: The Development Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 of this EIR.</p>
<p>Policy 3: City land use planning efforts shall assure that sensitive receptors are separated from polluting point sources.</p>	<p>Consistent: The Development Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 of this EIR.</p>
<p>Policy 4: Development proposals brought before the City shall be reviewed for their potential to adversely impact local and regional air quality and shall be required to mitigate any significant impacts.</p>	<p>Consistent: The Development Project would comply with all applicable air quality regulations during construction and operation and would mitigate impacts to the extent feasible. For additional information, see Section 4.3 of this EIR.</p>
<p>Policy 5: The City shall promote the use of clean and/or renewable alternative energy sources for transportation, heating and cooling.</p>	<p>Consistent: The Development Project would comply with all applicable air quality regulations during construction and operation, would utilize energy efficient equipment for heating and cooling, and would facilitate the use of alternative energy equipment and vehicles to the extent feasible, consistent with Mitigation Measures MM GHG-1 through MM GHG-6. For additional information, see Sections 4.3 and 4.8 of this EIR.</p>
<p>Policy 6: The City shall support the development of facilities and projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle paths and lanes, and community-wide multi-use trails.</p>	<p>Consistent: The Development Project is designed to be connected by an internal system of pedestrian walkways and paths, is consistent with the General Plan Street System, and would not significantly affect circulation within or adjacent to the Development Site.</p>
Energy and Mineral Resources Element	
<p>Goal: Efficient, sustainable and environmentally appropriate use and management of energy and mineral resources, assuring their long-term availability and affordability.</p>	



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
<p>Policy 1: Promote energy conservation throughout all areas of the community and sectors of the local economy, including the planning and construction of urban uses and in City and regional transportation systems.</p>	<p>Consistent: The Development Project design would comply with all applicable energy conservation and alternative energy regulations prior to approval for construction and through operation.</p>
<p>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.</p>	<p>Consistent: The Development Project design would comply with all applicable energy conservation and alternative energy regulations prior to approval for construction and through operation.</p>
Geotechnical Element	
<p>Goal: Increased protection and safety of human life, land, and property from the effects of seismic and geotechnical hazards.</p>	
<p>Policy 4: To minimize the potential impacts of subsidence due to extraction of groundwater, the City shall actively support and participate in local and regional efforts at groundwater conservation and recharge.</p>	<p>Consistent: The Development Project design would reduce potential groundwater extraction through drought tolerant landscaping and use of wastewater and recycled water where possible. Additional groundwater protections would be applied as needed through design modifications or mitigation measures during consultation with the City and applicable agencies prior to approval for construction.</p>
Flooding and Hydrology Element	
<p>Goal: A comprehensive system of flood control facilities and services effectively protecting lives and property.</p>	
<p>Policy 2: Major drainage facilities, including debris basins and flood control channels, shall be designed to maximize their use as multi-purpose recreational or open space sites, consistent with the functional requirements of these facilities.</p>	<p>Consistent: The naturally occurring drainage areas that traverse the Development Site would be retained as open space under current design, consistent with General Plan land use designation.</p>
<p>Policy 6: All new development shall be required to incorporate adequate flood mitigation measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.</p>	<p>Consistent: The naturally occurring drainage areas that traverse the Development Site would be retained as open space under current design, consistent with General Plan land use designation. The Development Project would incorporate all appropriate and applicable mitigation and regulatory measures concerning drainage impacts, flooding, and runoff.</p>
<p>Policy 7: Assure that adequate, safe, all-weather crossing over drainage facilities and flood control channels are provided where necessary, and are maintained for passage during major storm events.</p>	<p>Consistent: The naturally occurring drainage areas that traverse the Development Site would be retained as open space under current design, consistent with General Plan land use designation. Current project design would maintain existing drainage overcrossings and would include additional overcrossings where needed.</p>
Noise Element	
<p>Goal: A noise environment that complements the community's residential character and its land uses.</p>	
<p>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.</p>	<p>Consistent: The Development Project would not negatively affect surrounding residential neighborhoods or sensitive land uses. The Development Project would comply with all applicable noise regulations, through design or mitigation, to minimize potential noise impacts to adjacent communities.</p>
<p>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.</p>	<p>Consistent: The Development Project would not negatively affect the character of the surrounding residential neighborhoods. The Development Project would comply with all applicable noise regulations, through design or</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
	mitigation, to minimize potential noise impacts to adjacent communities.
Policy 3: Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards) and/or Banning Ordinances 1138 and 1234, whichever is more restrictive.	Consistent: The Development Project would not negatively affect surrounding residential neighborhoods or sensitive land uses. The Development Project would comply with all applicable noise regulations, through design or mitigation, to minimize potential noise impacts to adjacent communities.
Policy 4: The City shall maintain a General Plan Circulation Map and assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only.	Consistent: The Development Site lies along a main arterial road in Sunset Avenue and Westward Avenue, with direct access to Interstate 10 along Sunset Avenue. This location would accommodate tractor-trailer traffic while minimizing impacts to adjacent land uses.
Policy 6: All development proposals within the noise impact area of the Interstate and the railroad shall mitigate both noise levels and vibration to acceptable levels through the preparation of focused studies and analysis in the development review and environmental review process.	Consistent: The Development Project would comply with all applicable noise and vibration regulations, including noise Mitigation Measure MM NOI-1. While compliance with applicable regulations and incorporation of MM NOI-1 would reduce noise impacts from the Development Project construction and operation, impacts would still be significant and unavoidable. For additional information, refer to Section 4.13 of this EIR.
Policy 8: The City shall impose and integrate special design features into proposed development that minimize impacts associated with the operation of air conditioning and heating equipment, onsite traffic, and use of parking, loading and trash storage facilities.	Consistent: The Development Project would comply with all applicable regulations related to noise-generating equipment, on-site traffic, and parking, loading, and trash storage facilities, prior to approval for construction.
Wildland Fire Hazards Element	
Goal: Protect human life, land, and property from the effects of wildland fire hazards.	
Policy 3: Continue to identify wildfire hazard areas, and to enforce special standards for construction in wildland fire hazard areas.	Consistent: The Development Project would comply with all applicable wildfire hazard regulations prior to approval for construction and through operation.
Policy 4: The City shall make every attempt to assure that adequate water supplies and pressures are available during a fire, earthquake or both.	Consistent: The Development Project would comply with all applicable regulations ensuring water supplies and pressures are available during a fire and/or an earthquake prior to approval for construction and through operation.
Hazardous and Toxic Materials Element	
Goal: Maintain and promote measures to protect life and property from hazards resulting from human activities and development.	
Policy 3: The City shall thoroughly evaluate development proposals for lands directly adjacent to sites known to be contaminated with hazardous or toxic materials, traversed by natural gas transmission lines or fuel lines, or sites that use potentially hazardous or toxic materials.	Consistent: The City would evaluate the Development Project and Development Site regarding hazardous/toxic materials, traversing natural gas or fuel lines, or sites that use potentially hazardous or toxic materials, prior to approval for construction.



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
Water, Wastewater, and Utilities Element	
Goal: A comprehensive range of water, wastewater and utility services and facilities that adequately, cost-effectively and safely meet the immediate and long-term needs of the City.	
<p>Policy 1: The City shall coordinate between the City Utility Department-Water Division, Banning Heights Mutual Water Company, Beaumont/Cherry Valley Water Agency, San Geronio Pass Water Agency, California Regional Water Quality Control Board and Riverside County Environmental Health to protect and preserve local and regional water resources against overexploitation and contamination.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would comply with all applicable water usage regulations meant to reduce water demand, including use of wastewater or recycled water, prior to approval for construction. The Development Project would comply with the applicable regulations discussed in Section 4.10.4 of this EIR to avoid contamination of groundwater. Additionally, the Development Project would comply with all applicable regulations regarding underground fuel storage tanks and potential car wash runoff as discussed in Section 4.9 of this EIR.</p>
<p>Policy 2: Sewer connection shall be required at the time a lot is developed when service is available.</p>	<p>Consistent: The Development Project would comply with all applicable regulations regarding sewage treatment systems and sewer connections during construction and through operation of the Development Project.</p>
<p>Policy 6: The City shall proactively support the widespread integration of energy resource conserving technologies throughout the community.</p>	<p>Consistent: The Development Project would comply with all applicable energy conservation and alternative energy regulations prior to approval for construction and through operation.</p>
<p>Policy 7: The City shall continue to confer and coordinate with its solid waste service franchisee to maintain and, if possible, exceed the provision of AB 939 by expanding recycling programs that divert valuable resources from the waste stream and returning these materials to productive use.</p>	<p>Consistent: The Development Project would comply with all applicable recycling regulations, including those outlined in AB 939, prior to approval for construction and through operation.</p>
<p>Policy 8: The City shall support, and to the greatest extent practical, shall encourage commercial and industrial businesses to reduce and limit the amount of packaging and potential waste associated with product sale and production.</p>	<p>Consistent: The Development Project, to the greatest extent possible through coordination with the City and all applicable agencies, would implement project design features and would comply with laws and/or mitigation measures designed to reduce and limit the amount of packaging and potential waste associated with product sale and production.</p>
Public Buildings and Facilities Element	
Goal: The provision of a full range of dependable, cost-effective, and conveniently located public buildings, services and facilities that meet the functional, social and economic needs of the entire community.	
<p>Policy 2: Continue to identify and evaluate viable, long-term funding mechanisms that provide for the construction, maintenance and operation of existing and future public buildings and facilities, including assuring that new development funds its fair share of these facilities.</p>	<p>Consistent: The Development Project is consistent with the General Plan’s goal of encouraging industrial development and providing employment opportunities within the City. Through coordination with the City, the new development would fund its share of public buildings and facilities.</p>
<p>Policy 5: Encourage the undergrounding of all utility lines and the undergrounding or screening of transformers/facilities.</p>	<p>Consistent: The Development Project would comply with all requirements related to undergrounding utility lines and undergrounding or screening of transformers/facilities.</p>



Table 4.11.A: Development Project Consistency Analysis with the City of Banning General Plan

Applicable Policies	Development Project Consistency Analysis
Schools and Libraries Element	
<p>Policy 3: Schools and libraries shall be protected from excessive noise and traffic conditions, incompatible land uses, and the threat of on-site disturbance to the greatest extent practicable.</p>	<p>Consistent: The Development Project, through project design features, compliance with laws, and/or mitigation measures, would ensure potential impacts to schools, libraries, and other public facilities within the vicinity of the Development Site would be adequately minimized.</p>
Police and Fire Protection Element	
<p>Goal: The highest possible quality and level of service for fire and police protection to preserve and protect the health, welfare and property of residents, business owners, visitors and property owners.</p>	
<p>Policy 1: The City shall work closely with the Fire and Police departments to assure that adequate facilities are constructed and service is provided as development and growth occur to maintain and enhance levels of service and insurance ratings.</p>	<p>Consistent: The City shall take a lead role to ensure public services are adequately provided at the Development Site after construction and to the adjacent existing communities.</p>
<p>Policy 2: The City shall review all proposals for new or significant remodeling projects for potential impacts concerning public safety.</p>	<p>Consistent: The City shall take a lead role to ensure public services are adequately provided at the Development Site after construction and to the adjacent existing communities.</p>
<p>Policy 3: The City shall strictly enforce fire standards and regulations in the course of reviewing development and building plans and conducting building inspections of large multiple family projects, community buildings, commercial structures and motel structures.</p>	<p>Consistent: The City shall take a lead role to ensure public services are adequately provided at the Development Site after construction and to the adjacent existing communities.</p>
<p>Policy 4: All proposed development projects shall demonstrate the availability of adequate fire flows prior to approval.</p>	<p>Consistent: The Development Project would comply with all applicable fire safety standards as designed prior to approval.</p>
<p>Policy 5: Crime prevention design techniques, including the use of “defensible space,” high security hardware, optimal site planning and building orientation, and other design approaches to enhance security shall be incorporated in new and substantially remodeled development.</p>	<p>Consistent: The Development Project would comply with all applicable crime prevention and safety standards as designed prior to approval.</p>

Source 1: City of Banning General Plan (City of Banning Community Development Department, January 31, 2006).

Source 2: County of Riverside General Plan, Land Use Element (County of Riverside Planning Department, June 29, 2021).

AB = Assembly Bill

EIR = Environmental Impact Report

MSHCP = Multiple Species Habitat Conservation Plan

PM₁₀ = particulate matter less than 10 microns in size

SWP = State Water Project



Table 4.11.B: Applicable Riverside County General Plan Policies

Applicable Policies	Applicable Policy Description
Land Use Element	
Policy LU 4.1	Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: F. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
Policy LU 5.2	Monitor the capabilities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of services.
Policy LU 5.3	Review all projects for consistency with individual urban water management plans.
Policy LU 7.7	Require buffers to the extent possible between development and watercourses, including their associated habitat.
Policy LU 9.6	If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and the County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, the County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.
Policy LU 9.7	Protect lands designated by the State Mining and Geology Board as being of regional or statewide significance from encroachment of incompatible land uses, such as high-density residential, low-density residential with high values, sensitive public facilities, institutions (e.g., schools, hospitals), etc., by requiring incorporation of buffer zones or visual screening into the incompatible land use.
Policy LU 14.6	Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.
Policy LU 17.2	Require that adequate and available water resources exist to meet the demands of the proposed land use.
Policy LU 18.1	Ensure compliance with Riverside County’s water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County’s California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather based controllers and utilize state-of-the-art water-efficient irrigation components.
Policy LU 18.5	Emphasize and expand the use of recycled water in conjunction with local water agencies. Recycled water determined to be available pursuant to Section 13550 of the California State Water Code shall be used for appropriate non-potable uses whenever it: a) provides a beneficial use to the customer; b) is economically and technically feasible; c) is consistent with applicable regulatory requirements; and d) is in the best interests of public health, safety, and welfare. With the exception of non-common areas of single-family home residential developments, all other irrigation systems must be designed and installed to accommodate the current or future use of recycled water for irrigation. If no recycled water availability exists or is imminent in the vicinity of a project (as determined by prevailing water agency), all subsurface piping shall be installed as “recycled water ready” to reduce future retrofit costs. Such irrigation plans shall be developed in accordance with standards and policies of the applicable recycled water purveyor. Recycled water systems shall be designed to meet regulatory requirements of the California Department of Public Health and the local recycled water purveyor.
Policy LU 20.4	Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.



Table 4.11.B: Applicable Riverside County General Plan Policies

Applicable Policies	Applicable Policy Description
Policy LU 20.6	Require consideration of state agricultural land classification specifications when a 2.5-year Agriculture Foundation amendment to the General Plan is reviewed that would result in a shift from an agricultural to a non-agricultural use.
Policy LU 27.1	Require that surface mining activities and lands containing mineral deposits of statewide or of regional significance comply with Riverside County ordinances and SMARA.
Circulation Element	
Policy C 1.2	Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
Policy C 1.4	Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.
Policy C 1.5	Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs.
Policy C 1.6	Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.
Policy C 1.7	Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.
Policy C 2.3	Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.
Policy C 2.4	The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.
Policy C 2.5	The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
Policy C 2.8	Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.
Policy C 3.2	Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
Policy C 3.4	Allow roundabouts or other innovative design solutions such as triple left turn lanes, continuous flow intersections, or other capacity improvements, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.
Policy C 3.6	Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
Policy C 3.8	Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.
Multipurpose Open Space Element	
Policy OS 1.1	Balance consideration of water supply requirements among urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different needs.
Policy OS 1.4	Promote the use of recycled water for landscape irrigation.



Table 4.11.B: Applicable Riverside County General Plan Policies

Applicable Policies	Applicable Policy Description
Policy OS 2.1	Encourage the installation and use of water conserving systems such as dry wells and graywater systems, where feasible, in new developments. The installation of cisterns or infiltrators shall be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.
Policy OS 2.2	Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.
Policy OS 2.3	Encourage the use of native, drought-resistant landscaping planting.
Policy OS 2.4	Support and engage in educational outreach programs with other agencies that promote water conservation and widespread use of water-saving technologies.
Policy OS 3.3	Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.
Policy OS 3.6	Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.
Policy OS 3.7	Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.
Policy OS 4.4	Incorporate natural drainage systems into developments where appropriate and feasible.
Policy OS 4.5	Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.
Policy OS 4.6	Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures.
Policy OS 4.9	Discourage development within watercourses and areas within 100 feet of the outside boundary of the riparian vegetation, the top of the bank, or the 100 year floodplain, whichever is greater.
Policy OS 5.3	Based upon site specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues: a) public safety; b) erosion; c) riparian or wetland buffer; d) wildlife movement corridor or linkage; e) slopes; f) type of watercourse; and g) cultural resources.
Policy OS 5.5	Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible.
Policy OS 11.1	Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.
Policy OS 11.2	Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments.
Policy OS 11.3	Permit and encourage the use of passive solar devices and other state-of-the-art energy resources.
Policy OS 16.1	Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24.
Policy OS 16.3	Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.
Policy OS 16.9	Encourage increased use of passive, solar design and day lighting in existing and new structures.
Policy OS 18.3	Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.
Policy OS 19.1	Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.



Table 4.11.B: Applicable Riverside County General Plan Policies

Applicable Policies	Applicable Policy Description
Policy OS 19.2	The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that, at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.
Policy OS 19.3	Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.
Policy OS 19.4	To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.
Policy OS 19.5	Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.
Safety Element	
Policy S 3.1	All residential, commercial, and industrial structures should be flood-proofed, to the maximum extent possible and as required by law, from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrological studies for areas not mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a “flood-proofed” finished floor below the Base Flood Elevation (i.e., 100- year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities should be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. Residential, commercial, and industrial structures shall meet these standards as a condition of approval.
Policy S 3.3	Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or alternative methods are used to the maximum extent practicable. The intent is to balance floodway protection with prudent land use solutions, recreational needs, and habitat requirements, and as applicable to provide incentives for natural watercourse preservation. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.
Policy S 3.4	Prohibit substantial modification to watercourses, unless the modification does not adversely affect adjacent wetlands or riparian habitat or become detrimental to adjacent property as a result of increased erosion, sedimentation, or water velocity. Substantial modifications to watercourses shall be done in the least environmentally damaging manner practicable and shall restore natural conditions to the greatest extent possible, to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.
Policy S 3.5	Development within the floodway fringe should only be allowed if the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety, as required by law. Such developments shall be required to be capable of withstanding flooding and minimize the use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion backwater effects, or concentrations of flows.
Policy S 3.6	All projects in unincorporated Riverside County should address and mitigate where applicable, adverse impacts to the carrying capacity of local and regional storm drain systems.



Table 4.11.B: Applicable Riverside County General Plan Policies

Applicable Policies	Applicable Policy Description
Policy S 5.1	Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County’s Hazardous Waste Management Plan (CHWMP).
Policy S 5.2	Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.
Policy S 5.3	Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
Policy S 5.4	Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.
Policy S 5.5	Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.
Policy S 5.6	Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
Policy S 5.7	Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.
Policy S 5.8	Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.
Policy S 5.9	Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

Source: Compiled by LSA (2022).
 CEQA = California Environmental Quality Act
 LOS = level of service
 RCTC = Riverside County Transportation Commission
 SMARA = Surface Mining and Reclamation Act

Urban Crossroads prepared a traffic analysis⁵ that evaluated Development Project study area roadway and intersection operations under existing, opening year, and future condition scenarios with and without the Development Project. The traffic analysis, which is included as **Appendix J-2** to this EIR, also identified recommended COA TRA-1 through TRA-35 that the City can adopt to ensure the Development Project would be consistent with the City of Banning General Plan Policy 6 and the LOS C and LOS D requirements for intersections in the City. These COAs are also included below. By adopting these COAs or the equivalent, the City would ensure that the Development Project would be consistent with the City’s General Plan Policy 6.

The traffic analysis identifies the following COAs:

- **COA-TRA-1:** Pay for a fair share (56.7 percent) to add an eastbound right turn at study Intersection 30 (Sunset Avenue and Interstate 10 [I-10] Eastbound Ramps).

⁵ Urban Crossroads. 2022. Sunset Crossroads, Traffic Analysis, City of Banning. June 28.



- **COA-TRA-2:** Pay for a fair share (39.8 percent) to add a westbound right turn lane at study area Intersection 29 (Sunset Avenue and I-10 Westbound Ramps).
- **COA-TRA-3:** Pay for a fair share (32 percent) to add a second northbound through lane at study area Intersection 33 (Sunset Avenue and Westward Avenue).
- **COA-TRA-4:** Pay for a fair share (10.8 percent) to modify the cycle length to 120 seconds for Intersection 2 (Highland Springs Avenue and 6th Street/Ramsey Street).
- **COA-TRA-5:** Pay for a fair share (27.7 percent) to install an all-way stop control at study area Intersection 37 (Sunset Avenue and Bobcat Road).
- **COA-TRA-6: Intersection 8, Highland Home Road and Driveway 1** – The following improvements are necessary during Phase 4 to accommodate Development Site access:
 - A stop control on the westbound approach to Driveway 1 shall be installed.
 - A northbound right turn lane shall be constructed.
- **COA-TRA-7: Intersection 9, Highland Home Road and Sun Lakes Boulevard** – The following improvements are necessary during Phase 3 to accommodate Development Site access:
 - An all-way stop control shall be installed.
 - A southbound left turn lane and a shared through-right turn lane shall be constructed.
 - An eastbound left turn lane shall be constructed.
 - A southbound shared through-right turn lane shall be constructed.
- **COA-TRA-8: Intersection 10, Driveway 2 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the northbound approach (Driveway 2) shall be installed.
 - An eastbound shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a minimum of one shared through-right turn lane shall be constructed.
- **COA-TRA-9: Intersection 11, Driveway 3 and Lincoln Street** – The following improvements are necessary during Phase 4 to accommodate Development Site access:
 - A stop control on the northbound and southbound approaches (Driveway 3) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a shared through-right turn lane shall be constructed.
- **COA-TRA-10: Intersection 12, Driveway 4 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the northbound approach (Driveway 4) shall be installed.
 - A shared through-right turn lane shall be constructed.



- A westbound left turn lane and a minimum of one shared through-right turn lane shall be constructed.

The following improvements are necessary during Phase 3 to accommodate Development Site access:

- A stop control on the southbound approach (Driveway 4) shall be installed.
 - An eastbound left turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-11: Intersection 14, Driveway 6 and Lincoln Street** – The following improvements are necessary during Phase 4 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 6) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
 - **COA-TRA-12: Intersection 15, Driveway 7 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the northbound approach (Driveway 7) shall be installed.
 - A shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a minimum of one shared through-right turn lane shall be constructed.

The following improvements are necessary during Phase 3 to accommodate Development Site access:

- A stop control on the southbound approach (Driveway 7) shall be installed.
 - An eastbound left turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-13: Intersection 16, Driveway 8 and Bobcat Road** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 8) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
 - **COA-TRA-14: Intersection 17, Driveway 9 and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 9) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.



- **COA-TRA-15: Intersection 18, Driveway 10 and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the northbound and southbound approaches (Driveway 10) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a shared through-right turn lane shall be constructed.

- **COA-TRA-16: Intersection 19, Driveway 11 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the northbound approach (Driveway 11) shall be installed.
 - A shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a minimum of one shared through-right turn lane shall be constructed.

The following improvements are necessary during Phase 3 to accommodate Development Site access:

- A stop control on the northbound approach (Driveway 11) shall be installed.
 - An eastbound left turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-17: Intersection 20, Driveway 12 and Bobcat Road** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 12) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.

 - **COA-TRA-18: Intersection 21, Driveway 13 and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the northbound and southbound approaches (Driveway 13) shall be constructed.
 - An eastbound left turn lane and a shared through-right turn lane shall be installed.
 - A westbound left turn lane and a shared through-right turn lane shall be installed.

 - **COA-TRA-19: Intersection 22, Driveway 14 and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the northbound and southbound approaches (Driveway 14) shall be constructed.
 - An eastbound left turn lane and a shared through-right turn lane shall be installed.
 - A westbound shared through-right turn lane and a shared through-right turn lane shall be installed.



- **COA-TRA-20: Intersection 23, Driveway 15 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 15) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-21: Intersection 24, Driveway 16 and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the northbound approach (Driveway 16) shall be installed.
 - An eastbound shared through-right turn lane shall be constructed.
 - A westbound left turn lane and a shared through-right turn lane shall be constructed.
- **COA-TRA-22: Intersection 25, Driveway 17 and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 17) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-23: Intersection 26, Driveway 18 and Bobcat Road** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the southbound approach (Driveway 18) shall be installed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
 - A westbound shared through-right turn lane shall be constructed.
- **COA-TRA-24: Intersection 31, Sunset Avenue and Driveway 19** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A stop control on the eastbound approach (Driveway 19) shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound through lane and a shared through-right turn lane shall be constructed.
- **COA-TRA-25: Intersection 32, Sunset Avenue and Lincoln Street** – The following improvements are necessary during Phase 2 to accommodate Development Site access:
 - A traffic signal shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound left turn lane, a through lane, and a shared through-right turn lane shall be constructed.
 - An eastbound left turn lane and a shared through-right turn lane shall be constructed.
- **COA-TRA-26: Intersection 33, Sunset Avenue and Sun Lakes Boulevard Extension** – The following improvements are necessary during Phase 1 to accommodate Development Site access:



- A traffic signal shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound left turn lane, a through lane, and a shared through-right turn lane shall be constructed.
 - A minimum of one eastbound left turn lane and a shared through-right turn lane shall be constructed.
- **COA-TRA-27: Intersection 34, Sunset Avenue and Driveway 20** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the eastbound approach (Driveway 20) shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound through lane and a shared through-right turn lane shall be constructed.
 - **COA-TRA-28: Intersection 35, Sunset Avenue and Driveway 21** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the eastbound approach (Driveway 21) shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound through lane and a shared through-right turn lane shall be constructed.
 - **COA-TRA-29: Intersection 36, Sunset Avenue and Driveway 22** – The following improvements are necessary during Phase 1 to accommodate Development Site access:
 - A stop control on the eastbound approach (Driveway 22) shall be installed.
 - A northbound left turn lane shall be constructed.
 - A southbound through lane and a shared through-right turn lane shall be constructed.
 - **COA-TRA-30: Intersection 37, Sunset Avenue and Bobcat Road** – The following improvements are necessary during Phase 1 to accommodate site access:
 - A stop control on the eastbound approach (Driveway) shall be installed.
 - A southbound right turn lane shall be constructed.
 - **COA-TRA-31: Lincoln Street** – This facility is an east-west oriented roadway bisected by the Development Project. During Phase 2, the Development Project shall construct Lincoln Street to its ultimate full section-width as a Collector Street (66-foot right-of-way) from the Development Project's western boundary to Sunset Avenue consistent with the City's standards. Lincoln Street would cross two existing natural drain courses via box culverts, which will be constructed by the Development Project but maintained by the City. In Planning Area 7 (west of Building 8), a 24-foot-wide Fire Access Connection would link Lincoln Street to Highland Home Road via a private roadway.
 - **COA-TRA-32: Sun Lakes Boulevard** – This facility is an east-west oriented roadway bisected by the Development Project. As a separate City-led project, the City will construct Westward Avenue/Sun Lakes Boulevard Extension to its ultimate full section-width as an Arterial Highway (110-foot right-



of-way) from Highland Home Road to Sunset Avenue consistent with the City's standards. However, during Phase 1, the Development Project shall include curb modifications, where applicable, to accommodate site access (driveway locations along Sun Lakes Boulevard Extension).

- **COA-TRA-33: Bobcat Road** – This facility is an east-west oriented roadway located along the boundary of the Development Project. During Phase 1, the Development Project shall construct Bobcat Road at its ultimate half-width as a Collector Street (66-foot right-of-way) from the Development Project's western boundary to Sunset Avenue consistent with the City's standards.
- **COA-TRA-34: Sunset Avenue** – This facility is a north-south oriented roadway located along the eastern boundary of the Development Project. During Phase 1, the Development Project shall construct Sunset Avenue at its ultimate half-width as a Secondary Highway (88-foot right-of-way) from Sun Lakes Boulevard Extension to Bobcat Road consistent with the City's standards. The Development Project would build the western half, median, plus 10 feet. Construction of the roadway will not include the future Bridge Crossing south of Westward Avenue, which will be constructed and maintained by others. During Phase 2, the Development Project shall construct Sunset Avenue at its ultimate half-width as an Arterial Highway (110-foot right-of-way) from the Development Project's northern boundary to Lincoln Street consistent with the City's standards.
- **COA-TRA-35: Highland Home Road** – This facility is a north-south oriented roadway located along the western boundary of the Development Project. During Phase 3, the Development Project shall construct Highland Home Road at its ultimate half-width as an Arterial Highway (110-foot right-of-way) plus 10 feet of pavement along the western boundary, which would terminate at the northern end at a cul-de-sac just north of Building 9 in order to accommodate two-way traffic from the Development Project's northern boundary to southern boundary.

Implementation of COAs TRA-1 through TRA-35 as identified above would ensure that the Development Project would be consistent with the City's General Plan Policy 6 and the level of service (LOS) C and LOS D requirements for intersections in the City. This impact would be less than significant.

Riverside County General Plan. The Southern Portion of the Development Site (south of the SLB Extension) is within the City of Banning's SOI but is outside the City of Banning, within unincorporated Riverside County. The Southern Portion of the Development Site will be annexed into the City before construction commences. Because this part of the Development Site will not remain within the County's jurisdiction, it need only be consistent with the City of Banning's General Plan, and no analysis of consistency with the Riverside County General Plan is required.

The Development Project would stimulate economic growth within the City of Banning and the County of Riverside by providing job opportunities for residents and increasing tax revenue for both jurisdictions. The Development Project's additional employment opportunities for the residents of the City and the County contribute to building the community by allowing more residents to work within the community they live instead of commuting longer distances from within the County or the Inland Empire for work.



Southern California Area of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Development Project is also consistent with the SCAG RTP/SCS Connect SoCal 2024. The Development Site's proximity to the I-10 freeway entrance and Sunset Avenue at the northeast side of the Development Site would minimize surface street congestion generated by truck and employee trips to and from the Development Site. These types of trips would not significantly affect vehicle or pedestrian trips within the residential communities adjacent to the Development Site to the east and west. Further, by providing additional employment opportunities for the residents of Banning and the immediately adjacent unincorporated Riverside County, the Development Project would reduce regional commuter traffic from residents traveling out of the City to employment elsewhere in the region and be consistent with the goals of improving the jobs-housing balance in the area.

Connect SoCal 2024 provides performance measures and objectives to achieve the goals of improving public and private regional transportation and making communities and the region more sustainable. The Development Project would provide additional local employment opportunities for residents of Banning, the Banning SOI, and adjacent areas within the County, reducing regional commuter traffic. Further, the Development Project provides roadway and signal improvements within and adjacent to the Development Site, in addition to fair share payments into existing fee programs for off-site regional transportation improvements. Additional analysis regarding potential local and regional vehicle miles traveled (VMT) impacts can be found in **Section 4.17** of this EIR.

Banning Municipal Airport Master Plan. The Development Site lies approximately 3 miles due west of the Banning Municipal Airport. The Development Project would be an Industrial land use, which is consistent with existing airport land uses and is compatible with airport-associated noise impacts to adjacent land uses. Because of the distance from the Airport and the Development Project's land use being consistent with Airport land uses and associated noise impacts, the Development Site would not conflict with the Banning Municipal Airport Master Plan and would not significantly impact operation and planned improvements to the Airport, as outlined in the Master Plan and the City of Banning's General Plan.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Regulatory Compliance or Mitigation Measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.



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